# THE LITERARY DIGEST

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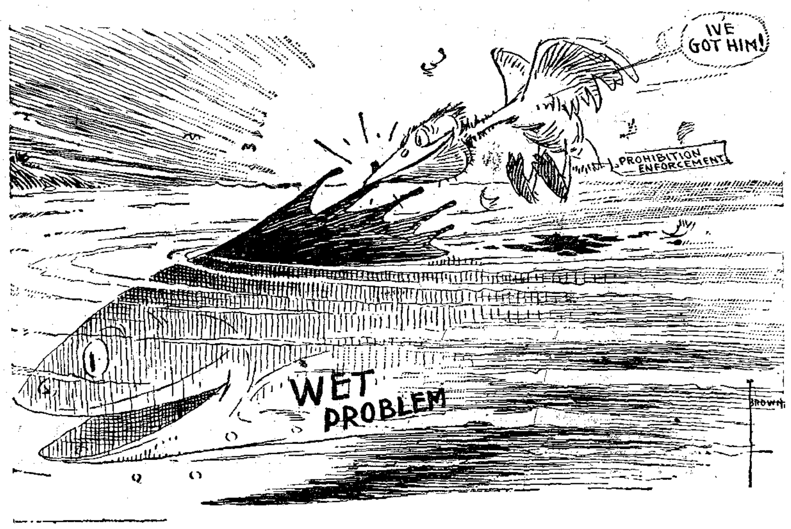
## TOPICS ▾ OF ▾ THE ▾ DAY

(This title registered in U. S. Patent Office)

### PROHIBITION REALITIES FOUND BY THE CHURCHES

JUST WHEN THE AMERICAN PEOPLE had almost despaired of getting from any source a truly unprejudiced report on the results of the first five years of Prohibition, The Federal Council of Churches of Christ in America, an organization friendly to the Eighteenth Amendment and the Volstead Law, issues a thirty-thousand-word document on the subject which, by its temper and method, wins tributes of praise from the camps of both the wets and the drys. In the opinion of Capt. William H. Stayton, president of the American Association Against the Prohibition Amendment. "the report is frank and truthful." "The frank and unbiased testimony of the Rev. Frederick Ernest Johnson, an advocate of Prohibition, who signs the report, came as a novel and refreshing experience to *The Minute Man*," remarks William L. Fish, editor of that anti-Prohibition organ. But at the same time S. J. Fickel, editor of *The American Issue*, and F. Scott McBride, general superintendent of the Anti-Saloon League of America, agree that "in the main the report gives the real situation and shows clearly the duty confronting the church forces of the country to-day." Press comment, while differing in the lessons it draws from the Federal Council's report, agrees in the main that it represents the most notable and successful effort yet made to give the public the facts of this complex situation without fear or favor. In doing this, remarks the Detroit *Free Press*, "the members of the Council have struck a blow in behalf of genuine temperance." "This courageously frank estimate of the wet-and-dry situation reveals temperance and the Christian spirit, and it will remind many conscientious adherents of the prohibitory gospel that there is another side to the Prohibition question," believes the Chicago *Tribune*. By its "dispassionate approach to its difficult problem" the Federal Council of Churches "will lead discussion of the Prohibition experiment into new channels," predicts the New York *Sun*.



NOT LANDED YET

—Brown in the Chicago *Daily News*.

This report on the Prohibition situation, which enjoys the unique distinction of being welcomed by both sides in a controversy in which feeling runs so high, was prepared, after months of painstaking investigation, by the Department of Research and Education of the Federal Council of Churches of Christ in America. It is signed and copyrighted by F. Ernest Johnson. It is concerned, the foreword explains, "only with facts and their interpretation." Nothing in it, we are told, "is to be interpreted as indicating ultimate conclusions," because "it is too early to form final judgments." Surprize is exprest that up to the present "this great experiment in social control; this first effort on a country-wide scale to change the personal habits of a large part of the population," should have occasioned so little study. We are informed that "the great research agencies in which the United States abounds, the learned societies, and even the National Conference of Social Work which has recently completed an annual session, have given to this great experiment little more than casual notice." And at the same time, the report points out, "perhaps there has never been a question of so great material and moral importance that has been so obscured by conflicting contentions of every sort."

From the view-point of the friends of Prohibition, we are told, the social data available which bear upon the results of the experiment "are in large part disquieting," altho the abolition of the open saloon stands out as "an all but universally admitted moral and economic gain." Moreover, "the kind of statistics chiefly depended upon to establish a result favorable to Prohibition, namely, crime statistics and economic data, are in their nature so difficult of accurate treatment and valid interpretation that it is quite unsafe to base definite conclusions upon them, save after a very much more extended and scientific study than has thus far been made."

The conclusion reached by the Federal Council's investigators is that we are now witnessing what is probably "the supreme testing of a new social policy that has been written into our basic law," and that "no one can say with positiveness what the ultimate outcome of this test will be; no cocksure optimism is warranted, nor is pessimism or 'defeatism' justified by the facts. Much seems to depend upon the development of public opinion in the near future." The situation, we are told, "presents an unprecedented challenge to the schools and the churches."

The temperate and scientific tone of the report is best illustrated by the quotation of more extended passages. Under the head of social data we read:

"Many of the statements concerning social consequences of Prohibition signify only that good results which obtained in 1920 and 1921 were sufficient to keep the average of recent years favorable, while, as a matter of fact, the trend ever since 1920 has been unfavorable and disturbing. Any effort to conceal this trend would be unscientific and unfair, and a doubtful service to the cause of Prohibition itself. It seems reasonable to assume that we can cope much more successfully with a situation if we know precisely what it is.

"Another very common error is to assume that some unquestioned development has sprung wholly from a single cause. The fact that certain gratifying results followed the adoption of national Prohibition does not always imply that they resulted from it. Prohibition publicity has suffered much from careless and unwarranted inferences, which lead social scientists, economists, actuaries and business statisticians to regard with distrust, if not with contempt, reports that are given out with a view to fostering opinion favorable to Prohibition. Much of the publicity given out by the Prohibition Unit in the Treasury Department has been of this unfortunate kind. On the other hand, much unjust and misleading propaganda has been put out for the purpose of discrediting Prohibition."

Of the difficulty of correctly appraising the effects of Prohibition on business, the report says:

"We come now to the economic results of Prohibition. The virtual stoppage of beer-drinking alone on the part of millions of workingmen might be assumed, even without any considerable evidence, to have had a profound effect on the economic status of their families. At the same time the appeal to specific economic data—increased business activity, growing bank deposits, etc.—to prove the effects of Prohibition must be made very guardedly. The argument most frequently advanced is that the continuing increase of savings-bank deposits in 1920-21 as compared, for example, with 1913-14, the next preceding period of depression, indicates a marked increase in saving due to Prohibition. The outlawing of the liquor traffic must indeed have been an influential factor here, but the fact remains that savings deposits, as reported by the American Bankers' Association, show a fairly continuous movement since 1918; while, if allowance be made for wage advances in 1920 and 1921 on account of the increased cost of living, it is doubtful if any great change can be shown statistically.

"In addition to the increase in money wages, we must consider the extensive thrift campaigns carried on throughout the country resulting in larger savings and a larger number of savers; the popularizing of conservative investments and the tendency in periods of depression to put money in the bank rather than to buy securities on a falling market; the release of savings for deposit when the Liberty Loan campaigns ceased; increase in money during the 'inflation' period; and other more technical considerations. But it would be idle to dispute the assumption that Prohibition has been a factor, and an important one, in keeping savings deposits on a high level. Improvement in premium collections from industrial life-insurance policy-holders points in the same direction. The disappearance of the saloon and the 'treating habit' has undoubtedly been a great material boon to the American workingman."

Turning to the much-discust subject of drinking among young people, the report says:

"There is a marked tendency on the part of young people to depart from conventional rules of behavior. This tendency is in no apparent way related to Prohibition save as liquor drinking has become one of the many commonly tabooed performances that are turned to for the 'kick' that large numbers of young people are trying to get out of life. If any single material factor is more important than another it is probably the automobile, certainly not the hip flask. Reports of school-administration officials and of teachers who have made extensive studies of moral problems in the schools give little support to the theory that Prohibition is in itself a cause of moral breakdown. It may perhaps just as truly be said that it does not appear to be a great asset. Certainly, the non-observance of the law by parents has a rather tragic effect on boys and girls.

"But however much we may legitimately discount stories of excessive drinking among young people, the fact that Prohibition has had no more decisive effect in heightening their moral tone gives food for earnest thought."

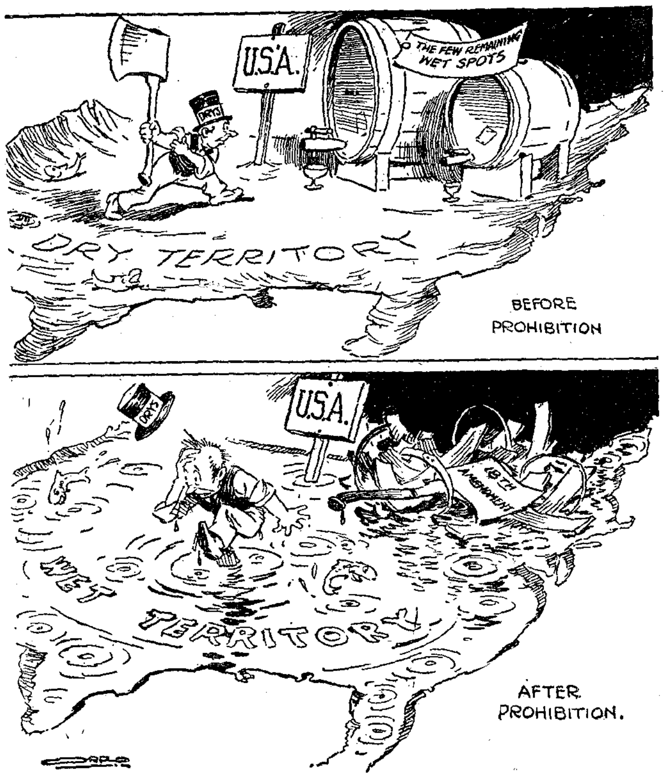
In conclusion, the Federal Council's investigators remark:

"If the new campaign of the Federal Government succeeds, the shutting off of the liquor supply at its main sources may take the profit out of the business, break up the organization, and reduce the traffic to controllable quantities. On the other hand, its suppression may ultimately depend upon State and municipal agencies, in which case the immediate future in several States is dark. There are sections of the country in which the traffic is likely to continue until forces of civic organization and social education succeed in developing a public opinion strong enough to modify the habits of that portion of the population which has thus far refused to be governed by the law. The fact which must be kept constantly in the foreground is that a favorable and encouraging trend which began several years before 1920 has been reversed since that year —temporarily, many believe. There is no little ground for hope that we are turning the corner, but there is no basis for assurance.

"This situation presents an unprecedented challenge to the schools and the churches. Thus far the delinquency of the churches is perhaps even greater than that of the Federal Government. In former years temperance education was strest as a part of the religious educational program. It was often of a decidedly inferior type, to be sure, but the importance of temperate living and self-control was kept continually before our youth. With the passing of the Prohibition laws the task of moral education with reference to temperate living has been all but ignored. As a part of the study here reported a careful analysis was made of the materials of religious education now in use with respect to the training of children and youth in temperance and in the responsibilities of citizenship entailed by the Prohibition laws. The results, which have been published elsewhere, were chiefly negative. Even the rude awakening that the outbreak of lawlessness has brought seems to have registered more in mere protest, on the one hand, and in discouragement and dissatisfaction with Prohibition, on the other, than in the perfectly obvious alternative of setting about the performance of an educational task for which no amount of social legislation can ever be a satisfactory substitute."

As already noted, the frankness and sincerity of this report have been acclaimed by spokesmen for both the drys and the wets. It is interesting to hear what further comments they make. Wayne B. Wheeler, chief counsel for the Anti-Saloon League, thinks it "unfortunate that the report is so phrased that the wets have seized upon it as an argument against Prohibition." But he goes on to say, in a telegram to The Digest:

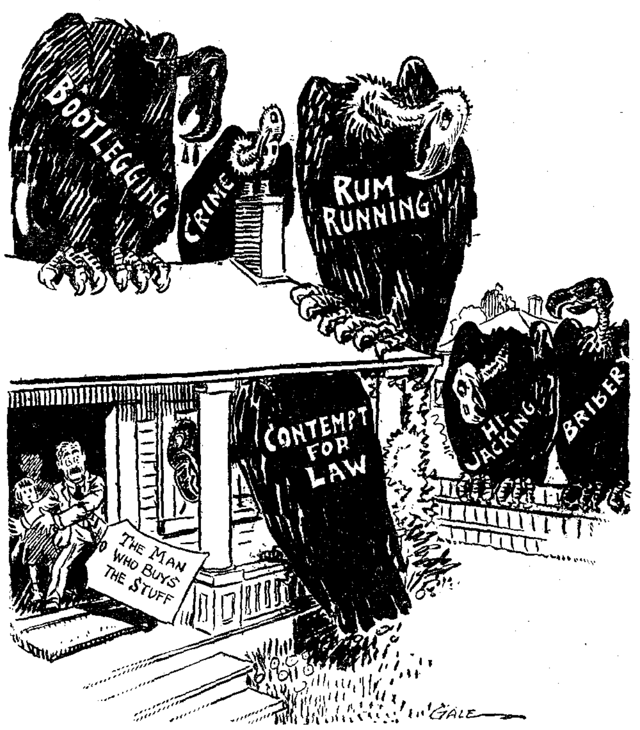
"There are no facts revealed by this report to justify this misuse. The partial failure in enforcement in some places, the leaks, the social consequences involved, all these we have repeatedly urged upon the attention of the public. The Anti-Saloon League was not content merely to state the weakness of Prohibition as in this report, but it suggested the cure. It was because the lawless liquor traffic was robbing the American people of many possible benefits from Prohibition that we urged the legislation for centralized enforcement under a responsible head and the closer control of industrial alcohol, heavier penalties for lawbreakers, and other measures. Conditions in 1924, as set forth in this report, compared with some other dry year, will show losses in some respect and gains in others. But when any dry year is compared with any wet year, allowing for population increases, the advantages of Prohibition are clear. The average conditions under Prohibition are better than under the licensed sale of intoxicants. We are making progress in the nation, as in the States when they first went dry. The friends of Prohibition face the new tasks to-day with confidence that the majority will not invite back licensed liquor."



Reg. U. S. Pat. Office: Copyrighted, 1925, by the Chicago *Tribune*

SPREAD

—Orr in the Chicago *Tribune*.



BUZZARDS ALSO COME HOME TO ROOST

—Gale in the Los Angeles *Times*.

A SLAM AT THE "DRY" AND A SLAM AT THE "WET"

The adverse effect of this report upon Prohibition "has been largely in the newspaper headlines rather than in the subject matter," thinks *The American Issue*, which telegraphs us as follows:

"The wet press has taken advantage of what seems to be unfavorable comments on the results of Prohibition. This has been made possible because of the fact that Prohibition in all sections has not been properly enforced. The failures due to lack of enforcement in certain sections of the country cited in the report can not be construed as condemnation of the Prohibition policy, but can only serve as an incentive for the forces that brought about Prohibition to arouse them to greater activities to secure such benefits of Prohibition as shown by the report to exist where fully enforced. It should be appreciated by all that the Anti-Saloon League forces, which led the fight for the enactment of Prohibition, and which are now leading the fight to make it fully effective, do not claim that in this transition period the goal of absolute Prohibition has been reached. This report shows marvelous progress and makes clear to the people their task in reaching the Prohibition objective."

Turning now to the comment of the wets, we find Capt. William H. Stayton, of the Association Against the Prohibition Amendment, remarking that the supporters of the dry law have evidently recognized "the handwriting on the wall" and "are making preparations to get into a position to compromise." He says further, as quoted by the Baltimore *Sun:*

"The report is frank and truthful. It corresponds with public opinion in all parts of the country, with the editorial comment of newspapers and the changed attitude I have found in politicians on the question of Prohibition.

"For months I have been meeting men who years ago were strongly for Prohibition. They believed it possest some magic power to cure the country of bothersome evils. These persons were sincere in that belief. But recently they have exprest to me disappointment. Prohibition has not done what they believed it would do, these persons tell me sorrowfully."

William L. Fish, editor of the anti-Prohibition *Minute Man* (Newark), while expressing admiration for the unbiased nature of the Federal Council's report, goes on to say:

"At the same time every intelligent and fair-minded observer of the situation must admit that the time was inevitably and implacably approaching when honest citizens could no longer be kept blindfolded to the daily increasing and mightily accumulating facts bearing witness to Prohibition's failure. Deliberate misrepresentation of the facts had been carried to shameless length by government Prohibition champions. They knew the burden of proof was on them, for they made overnight a crime of that which for untold centuries before had been a legal as well as an inherent right of the people. They promised, through their legislation, to abolish most of the vice and crime from which humanity suffered. On the contrary, as the facts and figures show, both major and minor criminal offenses have steadily increased in number since January, 1920, when the Volstead Law was put in effect, until recently the situation became so appalling that a national crime commission was appointed to investigate it and to suggest remedies for its correction.

"In this connection, the Rev. Mr. Johnson falls into an erroneous conclusion. He suggests that it must be remembered that the post-war period would be expected to be marked by an increase in crime, and that Prohibition was not to blame for the increase. How can he reconcile the constantly decreasing prison population in Great Britain, in the latter country and Wales, more than twenty prisons, practically a third of the total have been closed since 1914. And surely Great Britain had much more reason to expect a post-war crime wave than America had.

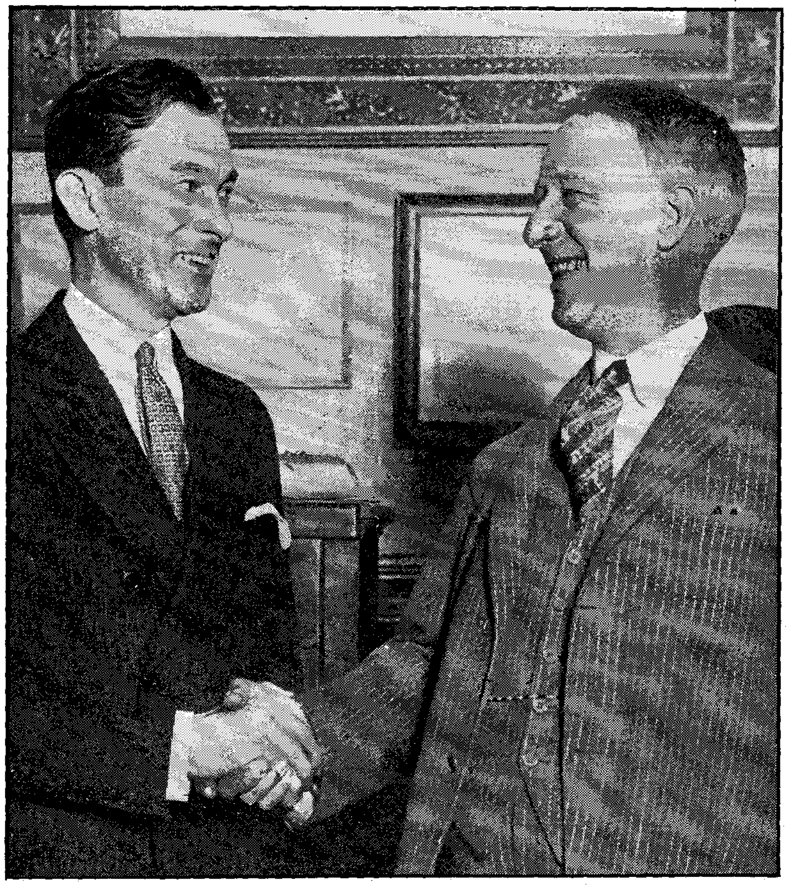
"Prohibition is extreme legislation. As Plato said, 'Too much of a thing causes it to swing too far over to its opposite.'"

"Besides its valuable data, the report should accomplish a much-needed public service," thinks the Chicago *Tribune*, which remarks:

"It should remind the hundreds of thousands of well-meaning believers in Prohibition that to disagree with them is not a sin or evidence of a debauched character. One of the outstanding facts of the controversy over Prohibition or the effort to impose teetotalism by force of government, is the lack of temperance or even Christian charity among its professional champions and many of their most pious followers. The report of the council confesses that the facts are not all one way and that there is a seamy side to the great experiment, and therefore we hope it will open many ardent souls to a little more of the temperance in mental and spiritual things that they would impose in matters of carnal habit upon their neighbors."

# SMITH'S TRIUMPH OVER HYLAN AND HEARST

"HYLAN IS A CLOSED EPISODE, Hearst is a continuing affliction, but Smith, garlanded with new glory, has become more than ever a national Democratic problem." So one of the leading Democratic journals of the country briefly sums up the results of the primary election in New York City, where Mayor Hylan was beaten for renomination by a bitter attack led by Governor "Al" Smith. Of course, the immediate facts are that Senator James J. Walker—vigorously supported by Governor Smith—has won the Democratic nomination for Mayor by nearly 100,000 majority; that Mayor Hylan has announced his return to private life; that Frank D. Waterman will be the Republican candidate for Mayor, and that increased prestige accrues both to Governor Smith and to the new leadership of Tammany Hall. Discussion of the more far-reaching results of the election may fitly begin with the comment of Senator William E. Borah on Governor Smith's triumph: "We now have the Democratic candidate for President in 1928." Since the Democrats are more interested in their 1928 ticket than anybody else, a perusal of Democratic press comment on the thought suggested by the Idaho Senator may prove illuminating.


P. & A. photograph

TWO WINNERS

James J. Walker, at the reader's left, is congratulated by Governor Smith on his defeat of Mayor Hylan in the Democratic primary contest for the mayoralty nomination. The Governor's success in bringing about Hylan's defeat is generally considered a definite step toward national party leadership.

The victory of Walker, in the opinion of the Atlanta *Constitution*, means that "Al" Smith, "the ablest forensic party leader New York's democracy has ever known," becomes "more powerful than ever as a factor in Democratic councils." If Governor Smith wishes to do so, says the Chicago *Journal*, he will go into the Democratic National Convention of 1928 with a large increase of strength. His victory, says the New Orleans *Times-Picayune*, "is sufficiently emphatic to enhance his prestige, while seriously damaging that of his recent antagonists, both in New York and in national politics." Practically the same statement is made by the Pittsburgh *Post*, and *The Sun* of the same Pennsylvania city is convinced "that the Governor will be a factor of first consequence in the Presidential campaign of 1928." "Threatened with a counter-movement that might have killed him as even a possible contender in 1928, he emerges from the primaries much more powerful than he was in 1924," we read in the Richmond *News-Leader*. By the defeat of Hylan in New York City, says the Montgomery *Advertiser*, "Al Smith cinches his claim to be considered the national leader of the first rank of the Democratic party and as a serious contender for the nomination for President by the next national convention." According to the Charlotte *Observer*, "it settles the question—if there had been any question—about his candidacy for the Democratic Presidential nomination in 1928." And the Houston *Chronicle* states in this wise its view of the national significance of the New York City primaries:

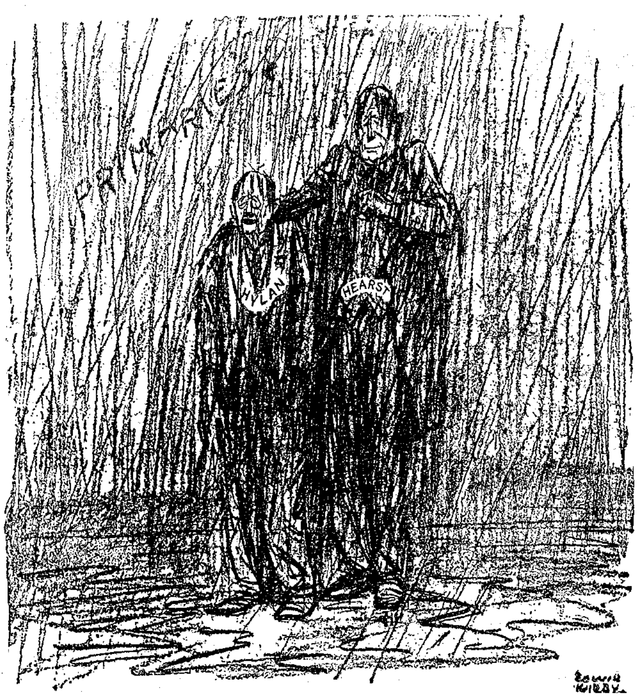
> "It puts Al Smith out in front as a sort of white hope of the national democracy. New York has 45 votes in the Electoral College, nearly 10 per cent. of that President-making machine. So New York has a powerful voice in conventions and elections. It is the voice of New York made articulate through Governor Al Smith that at the moment challenges national attention. New York has gone heavily Republican in the national elections, wherein Al Smith, the Democrat, slipt through to victory. There can be no question that he would carry New York in a national election. He is, therefore, a formidable candidate for the Presidency at this time."

In the same Texas city, *The Post-Dispatch* argues that:

> "The elevation of Walker to the mayoralty of the city makes it virtually certain that Smith will be New York's entry for the Democratic Presidential nomination, unless something unforeseen occurs. He will come back with stronger New York support, if that be possible, than he had before, and with more prestige in the country at large, for his decisive victory in the mayoralty contest is sure to impress the country more deeply with his qualities of leadership.
>
> "Dislike of Smith or some of his connections should not blind his opponents to the possibility, not to say the probability, that he will fare better in the next Democratic convention than he did in the last. Bryan will not be present to offset the influence of the wet element in the convention, and the dry contingent does not have a personality within it at this time as capable of protecting the dry cause from the aggressiveness of the wets, such as Bryan was. Assuming that Smith will enter the lists with a wet plank, the absence of Bryan will give him a considerable advantage he has not hitherto possest."

If Senator Walker should carry the November election, which seems by no means unlikely to the Omaha *World-Herald*, Governor Smith's star "will have risen well toward the zenith, and he will be the outstanding figure of his party." Governor Smith comes near being the "outstanding Northerner of the Democratic party," admits the Cleveland *Plain-Dealer*, but it calls attention to another leading Democrat, in the person of Governor Donahey, of Ohio. As we read in the Cleveland daily, "these two Democratic Governors, Smith and Donahey, emerged from the Republican hurricane of 1924 among the few recognizable survivors of the wreck." Their victories in Republican States run strangely parallel, and Democratic party leaders in Ohio can not help reflecting, we are told, that "if Smith is elected United States Senator and Donahey wins a third time as Governor in 1926, one may expect that the big fight in the national convention of 1928 will not be between McAdoo and Smith, but between Smith and Donahey."

There are Democrats who do not altogether welcome Governor Smith's increased prestige as a contender for the Presidential nomination. While the Knoxville *Sentinel*, for instance, looks on the Hylan defeat as promoting Governor Smith's prestige, it regards it as also insuring and perpetuating the schism in the party that came to a head in New York last June, and as tending to diminish the weight and influence of New York's democracy in the national councils of the party so as "to force Democrats to look to other States and sections for hope of party victory." It is a "disquieting consideration from a National Democratic view-point," we read in the Norfolk *Virginian-Pilot*, that Governor Smith's ambitions, "unless sidetracked into a Senatorship, must lead him into the Presidential arena—with inevitable disaster to Democratic harmony as long as the party retains its present acute sensitiveness to creeds and klans." "Al Smith can't make the White House on the vote of Manhattan and environs, else he would have been there by this time," remarks the Dallas *News*, which adds that the "schism and ill-will in evidence at the last Democratic convention will not become united good fellowship to the tune of 'The Sidewalks of New York.'"



SOAKED!

—Kirby in the New York *World.*

It seems to the Dayton *News* that Governor Smith will be hurt politically by the hard feelings stirred up during the primary contest. Asserting that Governor Smith engaged in criticism of Hylan of a character "not deemed fitting in a man bound for the White House," Josephus Daniels puts this question in his Raleigh *News and Observer:* "He gained something tangible in New York by throwing himself into the Tammany fight; did he lose more outside the Empire State by the character of his speeches in the local fight?" Many of Governor Smith's friends and all his enemies, so this veteran Democratic editor and leader is convinced, "will answer that question in the affirmative." And in the same way the Memphis *Commercial Appeal* calls attention to "a lack of dignity" about Governor Smith's part in the New York fight "which is necessary in Presidential timber." The Tennessee paper adds that the Governor "seems to hold New Yorkers under a spell, but that their infatuation for him does not reach other States, and Mr. Smith has not yet become a compelling force in our national politics." This is not unlike the opinion of the Montgomery *Journal:*

> "We shall be told often in the immediate future that this victory has made Smith a contender for the Democratic nomination for President three years hence. Such will not be a fact. Smith had the support of New York in the Democratic Convention last year. His latest victory is no assurance that he will have greater support three years hence."

Turning from the Democrats to more disinterested observers, we find the Washington correspondents of the New York papers agreeing that Governor Smith's prestige has undoubtedly been increased. The New York Governor seems to the St. Paul *Pioneer Press* (Rep.) to be "the outstanding figure in the Democratic party." The Columbus *Ohio State Journal* (Rep.) believes he will have "a great and insistent following in the next Democratic National Convention."

But W. W. Jermane, veteran Washington correspondent of the Seattle *Times*, is convinced that "Smith's plans stop short of the Presidency":

> "The great religious body to which he belongs does not want to create an issue such as his nomination would present. To do so would be to invite a state of mind, nationally, that all good citizens, of whatever religious faith, would view with alarm. He would be disastrously defeated at the polls, and the country would be carried forward on the crest of a wave of religious hatred.
>
> "Moreover, the fact that he could not be elected would mean that he could not be nominated. It therefore seems to me the height of absurdity to talk seriously about this latest Smith victory meaning anything more, so far as the next Democratic national convention is concerned, than what happened in the last one. Smith and the people back of him desire to prevent the nomination by the Democratic party of anybody who has Klan support. What happened on September 15 makes such a result certain. If the truth could be known, I believe the disappointment of Klan leaders with what has just happened is as great as that of Mayor Hylan or Mr. Hearst.
>
> "With Smith out of the way, it might be that such a candidate as McAdoo would be able to secure two-thirds of the next convention; but with the position of Smith strengthened, that will not be the case."

But the chief interest of the New York primary, to some observers, is not what may happen to Smith, but what has happened to Hearst. In Los Angeles, across the continent from New York, *The Times* (Ind.) says: "That another Hearst candidate should be carried home on a shutter came as no surprize to the country, for the opinion is growing that a candidate who possesses so little self-respect as to enter the ring wearing the Hearst colors has but slight title or claim to public confidence." His defeat seems complete to the Boston *Traveler* and the Dayton *Herald* (Ind.), but the Anaconda *Standard* (Dem.) observes that "Mr. Hearst's political ambitions have been crusht so often that another crushing or two won't matter to him or anybody else."

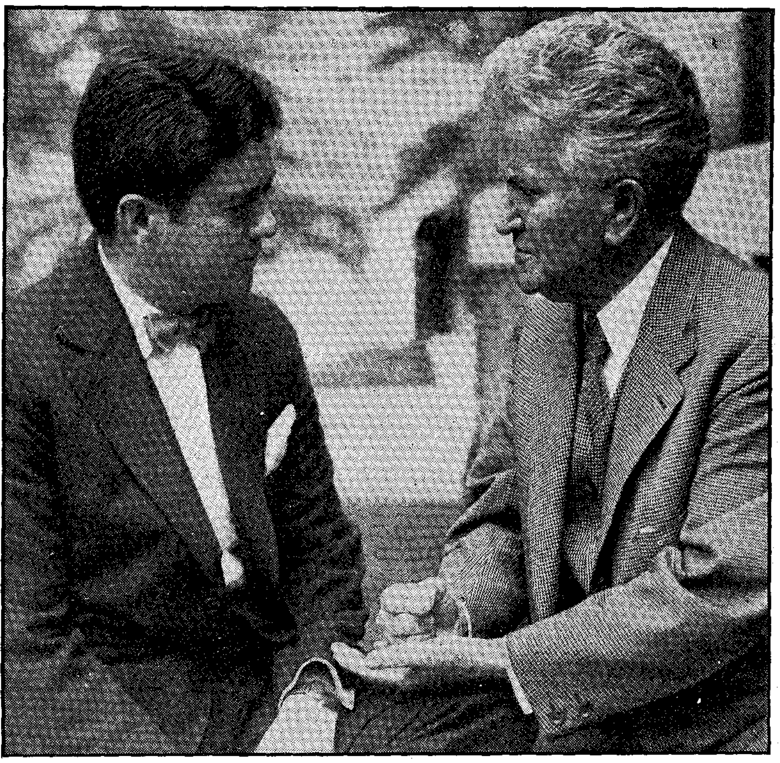
When we turn to the New York press we find a general agreement, regardless of party, that it was Governor Smith's attack that insured Mayor Hylan's defeat. As most of these papers were anti-Hylan, it is only natural to find them elated over the elimination of the Mayor. In contrast to the elated tone of most New York papers is the declaration of Mr. Hearst's New York *American* that "the retirement of Mayor Hylan from the political scene is a sad blow to the vast majority of decent men and women of this great city."

While New York City Republicans do not overlook Senator Walker's popularity, they feel, according to the New York *Times*, "that they have a better chance of winning this year than they have since John Purroy Mitchel first was a candidate in 1913."

# ANOTHER LA FOLLETTE IN THE SENATE?

THE DECISIVE VICTORY of young "Bob" La Follette in the Wisconsin Republican Senatorial primaries on September 15, in the opinion of two Wisconsin dailies, the Sheboygan *Press* and the Oshkosh *Northwestern*, practically means his election on September 29 to the United States Senate, where he will occupy the seat left vacant by the death of his father. "The La Follette brand of Republicanism is still a dominant force in Wisconsin politics," concludes a Madison correspondent of the New York *World*. "The La Follette machine, instead of falling apart on the death of its leader, is prepared to continue its battle." "In view of the strength he displayed in the primaries, there is little chance of a successful fight against him," agrees the Brooklyn *Eagle*. Thus the Progressive bloc in the Senate will be encouraged to continue its independent course, thinks the Baltimore *Sun*, "a development which may spell disaster for President Coolidge's Congressional program."

There were just two issues in the Wisconsin campaign, according to Senator Lenroot (Rep., Wis.), who spoke throughout the Badger State for the regular Republican candidate: "1. Do the Republicans of Wisconsin wish to uphold President Coolidge and his Administration? 2. Do they wish to retain the La Follette-Blaine organization in power over State affairs?" Apparently the "ayes" have decided this question. The La Follette machine, hitting on all cylinders, carried the day in Wisconsin, just as Tammany won over the Hylan-Hearst organization in New York City.


International Newsreel photograph

"THE YOUNGEST SENATOR SINCE HENRY CLAY"

Is one Washington correspondent's characterization of Robert M. La Follette, of Wisconsin, whose recent victory in the Senatorial primaries has set political tongues to wagging. It is freely predicted that the young man will be elected September 29 to fill the seat left vacant by the death of his father.

Mr. La Follette, if elected next week, will be a thirty-year-old United States Senator—the youngest ever to sit in that body, except Henry Clay. He is an "accomplished politician," according to the New York *Times*. In a statement issued the day following the primaries, young Mr. La Follette said, in part:

> "Wisconsin has once more reaffirmed her faith in the fundamental principles of the Progressive cause to which Robert M. La Follette consecrated his life. In a campaign in which the issue was clear-cut and simple between the forces of reaction and of progress, the voters of this State have given their answer to the country that they rededicate themselves to the movement for bringing government back to the people."

The total vote cast in the primaries was almost 50 per cent. under that in the last Senatorial primaries in 1922, we are informed. It was: La Follette, 170,727; Wilcox (Rep.) 80,187; Woodward, Republican candidate, said to have been endorsed by the Ku Klux Klan, 40,595; McGovern (Rep.), 18,448; Work, Milwaukee Socialist, 5,671. Bruce, Milwaukee Democrat, failed to obtain enough votes to be entered in the regular election. Both Wilcox and Woodward are expected to run as independents, under the ruling by which a candidate who fails to qualify in the primaries, but whose votes are as many as the signatures required for independent nominations, automatically becomes an independent candidate.

In a telegraphic poll of Wisconsin papers on the significance of the La Follette victory, both State and national, we find the Madison *Wisconsin State Journal* saying:

> "The nomination of Robert M. La Follette, Jr., to succeed the late Robert M. La Follette in the United States Senate primarily was a tribute to his father. However, it carries unmistakably the message that Wisconsin will remain a liberal State as long as it possesses plausible leadership. Criticism of the conservatives for having divided their vote begs the question, since Mr. La Follette had a substantial majority over his three opponents.
>
> "National aspects of Mr. La Follette's victory are interesting. In 1928, for the first time in twenty years, a Wisconsin Republican delegation will vote for a Presidential candidate other than the late Senator La Follette. This will tend to break down the isolation of the Wisconsin Progressives, and to lead them into cooperation with the other States on many national matters.
>
> "There is every indication that Mr. La Follette will work within the Republican party in Washington. In his speeches and platform he has ignored the issues raised by the independent Presidential platform of 1924, and while he has criticized Republican Administration policies, Progressive Republican leaders in Wisconsin are exerting every influence to confine La Follette's insurgency within party bounds."

To *The Capitol-Times*, of Madison, a stanch La Follette supporter:

> "The verdict of yesterday is significant for those enemies of Democracy in the State and nation who have been contending for years that the movement in Wisconsin was purely a personal one, and that with the death of Senator La Follette the movement would disintegrate.
>
> "The proponents of such a view have never appreciated that the Progressive movement is deeply rooted in the affections and hearts of the people of Wisconsin. They do not comprehend that the great work carried on by Robert M. La Follette in forty years of intensive education in Wisconsin has sunk deeply, and that a whole State can not be overturned overnight after such groundwork has been laid. Robert M. La Follette, with wisdom and vision, builded the Progressive movement in Wisconsin in such a manner that the principles for which he fought would live long after his death."

Other reasons for the La Follette victory are set forth by the Milwaukee *Herold*, a German-language daily:

> "Wisconsin is a Progressive State. The conservative wing of the Republican party may be relied upon to make mistakes whenever they try to win an important political battle. This time they selected as candidate for United States Senator, Roy

P. Wilcox, of Eau Claire, whom all voters of German descent in Wisconsin despised on account of the stand he took during the World War. He was charged with creating race hatred and having attacked Americans of German extraction, about whose loyalty to America there could be no doubt. Besides, Wilcox was considered a Prohibitionist, and was unwilling to make any statement on that question. So the voters of German descent came to the support of La Follette to such an extent that even the candidate of the Democratic party, himself of German extraction, received so few votes that his party now will be entirely eliminated, under the law, in the election for Senator on September 29. On the other hand, young La Follette grew in effectiveness and strength as the campaign progressed. He conducted a clean campaign throughout. Yet he clearly defined every issue of the campaign and met it squarely."

On the other hand, the Racine *Times-Call* declares that "no one in Wisconsin pretends that La Follette, Jr., won on his own personal merits and qualifications." In this Wisconsin paper's opinion, "three factors were mainly responsible for his victory: "1. He is the son of his father. 2. Prohibition. 3. The World War." But, we are assured:

"The primary has not settled the real issue in Wisconsin. The fight will go on until the Madison ring in control of the State is defeated.

"The vital question in Wisconsin is not who shall represent this State in Congress, but, instead, whether a few selfish politicians in the name of Progressivism shall maintain a dictatorship that is more offensive and dangerous than any political machine this or any other State has ever suffered from. The Senatorial fight is only the first skirmish. The real battle will come in 1926."

"Many things seem to have worked in favor of La Follette," points out the Eau Claire *Leader*. For example:

"Three candidates, two well known and the third not known at all, divided the opposition and resulted only in solidifying the Progressive following. Mr. Wilcox was unacceptable to several factions, hence the Ku Klux Klan's big vote. He failed to break into the solid vote of the railroad employees. He had offended many of Governor Philipp's followers. His patriotic activities in war time were mistaken by a large German element, and he was looked upon as a friend of big business."

"It was futile," explains the La Crosse *Tribune*, "to attempt to defeat the well-organized Blaine-La Follette machine with three rival candidates who attempted to discredit each other while at the same time professing hostility toward the Progressives." And, even tho La Follette won, the Racine *Journal-News* "doesn't regard the result of the primaries as a test of La Follette and anti-La Follette strength. In the first place, less than half the Republican strength in the State was polled, and there were so many candidates and so many issues that it was impossible to determine the true political situation from the vote." Finally, observes the Janesville *Gazette:*

"Tho no more a Republican than the Democratic candidate, the junior La Follette had the political machinery which the law authorizes behind him. Couple that with the neglect of Wisconsin by the Republican National Committee in the failure long ago to fill a vacancy from Wisconsin, and furnish, thereby, a rallying point and a leadership, and we have only chaos in a political campaign against so formidable a machine. Backed too by 5,280 office-holders and the State Administration, the political power behind the young man is as complete as it can be made."

"It is impossible that young La Follette should be welcomed into the ranks of Republican Senators, even if he is elected, on the 29th," asserts the Washington *Post*. "The party could not hold the respect of its followers if it should stultify itself by such an act." The Superior (Wis.) *Telegram*, however, says "the ardent supporters of President Coolidge need not necessarily be alarmed about the election in Wisconsin. There is a general belief that the young man is not as radical in politics as his father was, and that if elected he will be less of a thorn in the side of the conservative Republicans."

## MORE LIGHT ON ALIEN PROPERTY

STIRREL BY THE GERMAN NOTE to this Government asking for the return of German private property seized during the war, which was discust in THE DIGEST for September 19, Editorial Research Reports, of Washington, makes an impartial survey of the status of alien property now held by the Alien Property Custodian.

On July 1, this real and personal property, exclusive of the German merchant ships which were interned in American harbors, amounted to some $256,000,000, the bulk of which is German. Austrian property now held is estimated to amount to $6,000,000, and Hungarian property to $2,000,000. No Turkish property was seized during the war, and Bulgarian property was taken in only a few instances.

The total amount of American private claims against Germany, we are told, will be definitely known with the completion of the work of the Mixed Claims Commission, about the first of the year. The Commission began its work almost three years ago, at which time some 15,000 claims, totaling $1,500,000,000, were presented. This total included a government claim of $250,000,000 for the cost of the American Army of Occupation. Provision for its settlement was made by the Dawes plan, and all other government claims, amounting, without interest, to about $65,000,000, have now been disposed of by the Commission, which has also completed its work on private claims growing out of Germany's submarine war and claims on account of American property seized in Germany. American property in Austria-Hungary was not seized by the Austrian Government during the war, so American claims against the present governments of Austria and Hungary are small. All claims are private claims; American government claims against Germany and her allies are not covered by the alien property held as collateral by the United States.

American claims, it is estimated, will aggregate from $135,000,000 to $185,000,000. In addition to about $256,000,000 of alien property, chiefly German, the United States holds German merchant ships valued by their former owners at $180,000,000, by the Alien Property Custodian at $34,193,690. As the petitions of the former owners have been dismissed by the Court of Claims, Congress will have this, in addition to the property held by the Alien Property Custodian, to dispose of, we are told.

The agreement reached at Paris last January provided that the United States would receive a share of the Dawes plan annuities in reimbursement of the costs of the Army of Occupation and to satisfy the awards of the Mixed Claims Commission. If we receive the maximum amount to which we are entitled—$10,719,000 a year—it will require some twenty years to liquidate the awards, we are informed by Editorial Research Reports. If future payments are no larger than the first, it will require seventy years.

Whether Congress will regard this provision for the satisfaction of both private and government claims as "suitable," in view of "the uncertainty still surrounding the future operation of the Dawes plan," is said to be open to doubt.

Germany's case for the return of German property held by the United States must stand or fall by the Paris agreement. Under the Berlin Treaty, Congress has authority to use German private property to liquidate American private claims against the German Government, which has agreed to "compensate its own nationals for such losses."

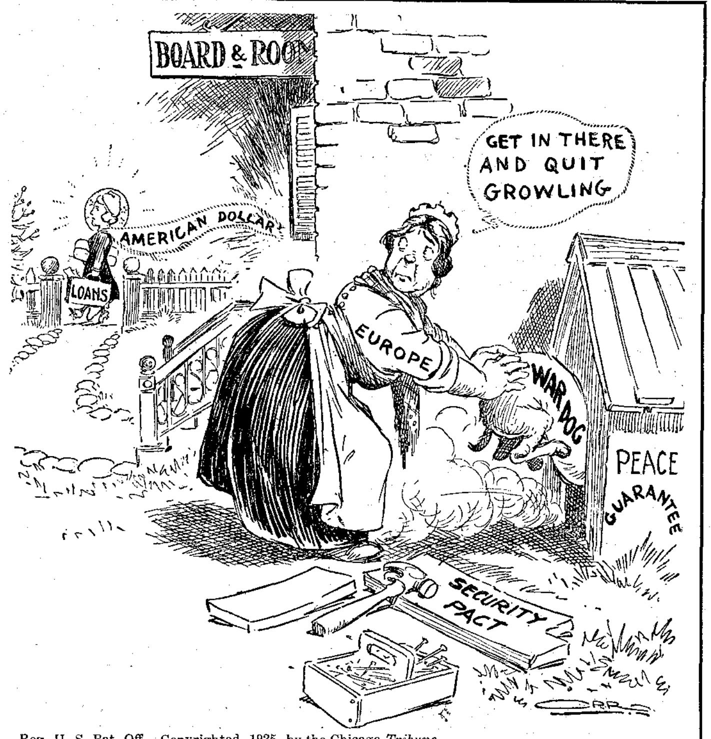
Great Britain, France, and Belgium have confiscated most of the property within their territory, while Italy and Japan have restored such property in large part. The Latin-American countries, together with China and South Africa, have returned practically all sequestered property, but Canada, like the United States, has not settled its policy.

# OUTSTANDING EVENTS OF A QUIET SUMMER

*A brief résumé to enable readers who have been on vacations to catch up with the march of history*

ALTOGETHER, IT HAS BEEN A PLEASANT, peaceful, quiet summer, particularly so in this country. Congress has not been in session; President Coolidge has been vacationing on the Massachusetts seashore most of the time; and there has been little stirring in political and governmental circles. "Under President Coolidge nothing happens but the expected," observes a St. Louis paper. Our satisfied contemplation of peace and prosperity has been rudely interrupted only by the passing of two great national figures, William Jennings Bryan and Senator La Follette, and by two great disasters, the Santa Barbara earthquake in June, and the loss of the *Shenandoah* in September. Attention has been largely concentrated on further settlements by our European debtors, promises of more tax-reduction, new efforts to enforce Prohibition, fresh evidences of prosperity, sports, crime waves, the theory of evolution, Arctic explorations, and the plans for redecorating the White House. As summer ends, the calm is broken by the coal strike and the lively primary contests in New York and Wisconsin.

Abroad, the steady move is toward reconstruction and away from war. Nevertheless, our attention has been called to several danger-spots. China has boiled over; Mexico has had a brief reappearance as a troublemaker; the Riffs have been giving the French a real fight in Morocco, and another Moslem tribe is on the warpath; hostile feeling has been aroused between the Germans and the Poles; unexpected unpleasantness has developed over the Tacna-Arica settlement in South America. Yet there seems to be no expectation that any of these troubles will develop into anything that can not be settled by discussion, diplomacy, or localized warfare.



Reg. U. S. Pat. Off. Copyrighted, 1925, by the Chicago *Tribune*

DRIVING AWAY HER CUSTOMERS

—Orr in the Chicago *Tribune.*

### A GLANCE ABROAD

Since the relations between Germany and the Allies have given the world most of its shivers since the close of the Great War, it is cheering to find these noticeably improving. Last spring the German Government suggested a mutual security pact to prevent war between Germany and the chief Allied Powers. There were long conferences between the British and the French. Finally, the two allied Governments agreed on a reply to Germany. This was sent to Berlin in June, and late in July Germany let it be known that with a few modifications, the plan suited her. A conference will be held, probably this fall, to settle the exact terms of the Treaty. Germany is expected to join the League of Nations. Great Britain will agree to protect the Rhine boundary from aggressive invasion from either side. The most difficult matter to settle will be Germany's objection to agree to let French troops cross Germany to help Poland or Czecho-Slovakia (both allied with France) in case they get into trouble.

While discussing Germany it should be remembered that the Dawes plan is officially reported to have worked out satisfactorily for a whole year, and another American is going over to help direct the operation of the plan. On the other hand, serious trouble has arisen between Germany and Poland. The Versailles Treaty took certain territory from Germany to be made part of the new Poland. The Treaty gave a choice of citizenship to persons in the transferred territory. Negotiations were carried on between Germany and Poland over the possibility of allowing Germans to remain in Poland without losing their German citizenship. The Germans hold that these "optants" as they are called, do not have to move, but merely have the right to. Poland takes the attitude that Treaty obligations compel the transfer of residence. A League of Nations arbiter decided that both countries have the right to send "optants" to their respective motherlands, after a specified date. The Germans still contend that even this decision does not oblige the Polish Government to evict the "optants." But at any rate the first group of German "optants" were evicted from Poland on August first. A similar arrangement was made regarding Poles living in Germany, mostly miners, to which Poland does not seem to object. The eviction of the first 15,000 German "optants" created great hardship and confusion. Public sentiment in Germany ran high against Poland. A conference will probably be called to settle the matter.

Abd-el-Krim's war against the French in Morocco has continued unabated. The French checked the Riff advances toward Fez, Morocco's capital, but they had to increase their forces tremendously, bringing in artillery and aircraft in large quantities—including a volunteer squadron of American aviators—and put the war hero Marshal Petain in command. Cooperation was established between France and Spain, manifest first in a joint rejection of Krim's peace terms, then in actual joint warfare on the Riffians, giving the tribesmen two fronts to defend. Within the last few days Petain has launched a full-sized offensive. There have been Socialist grumblings in Paris against the expense of the Riff war, but Premier Painlève has been supported by the majority of the Deputies.

France has been further embarrassed by the rising of the Druses, a warlike fanatical Moslem tribe, with a strange origin and history, who live north of Palestine in Syria, where France holds a League mandate.

But perhaps the most conspicuous person in the world this quiet summer is the usually unobtrusive Chinese. On May 30, Chinese students in Shanghai began to stage demonstrations in sympathy with Chinese strikers in foreign-owned cotton-mills. Foreign sailors were landed to protect lives and property. On June 6 a local civil war broke out in Canton. On June 23 Chinese rioters fired on the Shameen, or foreign concession, of Canton, with a number of fatalities on both sides, and anti-foreign riots were reported from various other Chinese cities. Foreign diplomats made vigorous protests to the helpless Government at Peking. The chief Chinese grievances are extraterritoriality, by which foreigners residing in China are not subject to Chinese law, the "concessions" and leased territory held by foreign nations, and foreign control of Chinese customs. As one of our sympathetic editors observes, "the Chinese are growing so presumptuous that they want China." The Chinese tariff has for many years been collected and administered by foreigners. At the Washington Arms Conference nine Powers decided to hold a conference on a revision of the Chinese tariff. France delayed ratifying the treaty, but did so this summer, and on August 19 the Peking Government issued invitations for the customs conference to be held in the Chinese capital on October

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26. It is hoped that much will be done at this time to prevent further disorder and discontent in China.

Britain faced a coal strike, which was averted by a government subsidy to enable the employers to meet their pay-rolls. In other words, it is remarked, the strike was "settled—on the tax-payers."

Long ago, in 1879, Chile and Peru were at war. By their treaty of peace a few years later the provinces of Tacna and Arica were ceded by Chile to Peru for ten years, with the understanding that their final disposition was to be decided by a vote of their inhabitants. Procrastination set in, but, finally, after the World War, the matter was put up to President Coolidge as arbitrator. He called for a plebiscite, and sent General Pershing to supervise the voting. The General arrived in the disputed territory on August 2, and is making arrangements to insure a fair vote. The only jarring note is the rather warlike talk from the President of Peru about the possible consequences if the vote goes against his country.

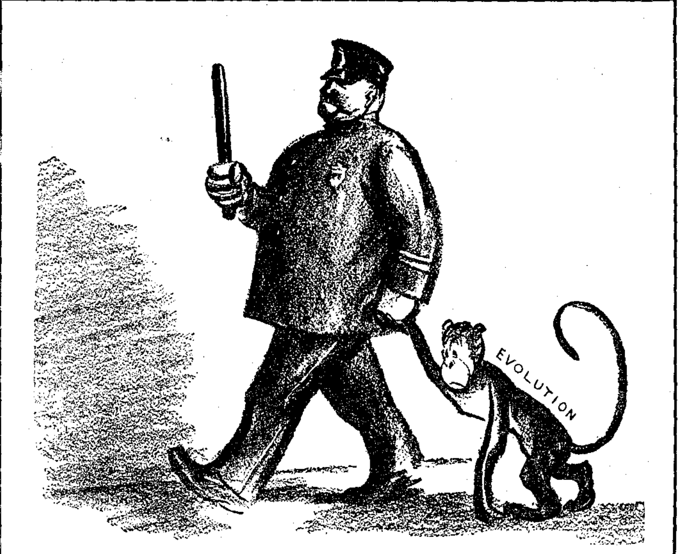
Out of a clear sky, on June 12, Secretary of State Kellogg issued a public warning to Mexico demanding protection for American lives and American rights, and declaring that "the Government of Mexico is now on trial before the world." This brought out anti-American demonstrations in Mexico and called from President Calles a bristling reply to the American "threat to the sovereignty of Mexico."

### OUR EUROPEAN DEBTORS

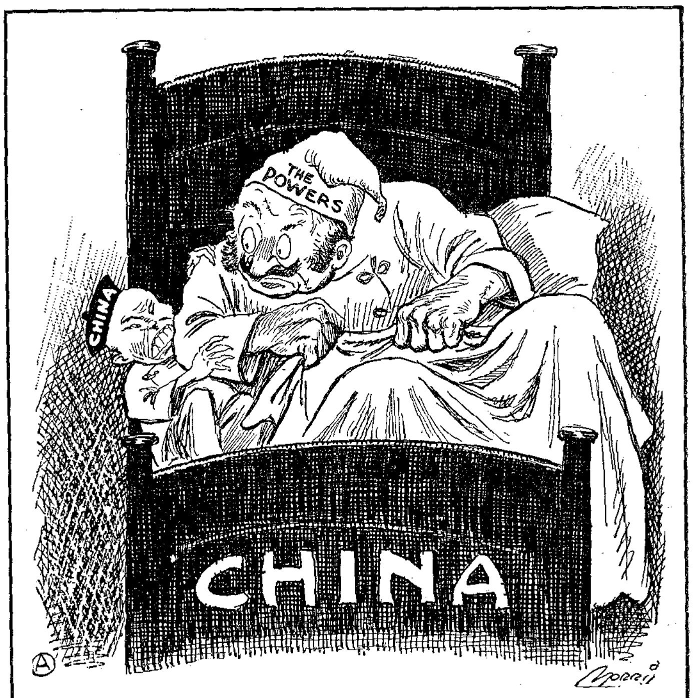
After a conference at Washington, Belgium's representatives agreed on August 18 to a plan for funding their country's debt to the United States Government. The important feature of the settlement was the discrimination between the loans made during the war and those made after the Armistice. As President Wilson had agreed to collect the former sums out of German reparations payments, our Commissioners recognized a certain "moral obligation" which led them to waive all interest on payment on that part of the debt. So Belgium will pay us in sixty-two annual instalments $171,780,000 without interest, and $246,000,000 with interest. The interest charges over this period will bring up her total payments to $727,830,500. Now Belgium, Great Britain, Finland, Hungary, Poland and Lithuania have started to pay up. France is next in line. So when it comes to "foreign relations," *The Arkansas Gazette* suggests that "Uncle Sam wants to make France ante."

### TAXATION, PROHIBITION AND OIL

President Coolidge and Mrs. Coolidge and the White House collie have been spending a pleasant summer at Swampscott on the breeze-swept rocky "North Shore" of Massachusetts, while young John Coolidge has toiled and drilled among the rookies at Camp Ayer. In general, the President has "let sleeping dogs lie." Most of the news from "White Court" has been soothing. The World Court plan is going to be accepted by the Senate; our income taxes are certain to be reduced again, and the Treasury Department would like to get rid of the tax-publicity feature which around September 1 sets everybody to guessing how much his neighbor is making, and to wondering how he manages to pay so little to Uncle Sam.



LAW AND ORDER IN TENNESSEE
—Fitzpatrick in the St. Louis *Post-Dispatch.*



THE POWERS: "Hey! Do you want all the bed for yourself?"
—Morris for the George Matthew Adams Service.

Another important governmental matter was the midsummer shake-up in the Prohibition enforcement service, whereby Prohibition Commissioner Roy Haynes keeps his office but loses actual authority over enforcement, and whereby General Andrews, Assistant Secretary of the Treasury, has complete responsibility. The General has divided the country into new districts for enforcement purposes, has made over the enforcement staff—with a minimum of political influence—after starting out with a spectacular and apparently successful demonstration against the "rum fleet" off the North Atlantic coast.

In the lawsuits growing out of the "oil scandals," the Government has just about broken even—as the Court decided the California case against Mr. Doheny, and the Wyoming case in favor of Mr. Sinclair.

### BRYAN, FUNDAMENTALISM AND EVOLUTION

Two of America's greatest political leaders died this summer—Robert Marion La Follette on June 18, and William Jennings Bryan on July 26. The further disintegration of the Progressive movement led by La Follette in 1924 was evidenced a few weeks after his death by the decision of the American Federation of Labor to return to its old non-partizan political policy.

The death of Bryan called forth nation-wide tribute to one of the greatest of all Americans, thrice candidate for President, a powerful influence in our religious as well as our political life. His sudden demise in the midst of what he considered a great religious crusade brings us to what was, from the standpoint of sustained national and world-wide interest, the outstanding event of the summer—namely the Scopes trial at Dayton, Tennessee. This was one of the most amazing cases in our legal history. Behind it lies the Fundamentalist-Modernist split in the Christian Churches—the division between those believing in a literally inspired Bible, rejecting all scientific theory in apparent conflict with such belief; and those accepting modern scientific thought, laying less stress on the direct interposition of the Deity, accepting the Bible as a spiritual guide rather than as a literally inspired record. This conflict has stirred the Baptist and Methodist denominations this summer. In the Presbyterian Church, which has been almost split in two over the Fosdick case, the summer witnessed a calming of the strife, after Dr. Fosdick's exit from the First Presbyterian Church of New York City. That liberal clergyman, a Baptist, is to become pastor of the New York Baptist Church attended by the Rockefellers, which is to be made over according to his wishes.

But to return to the Scopes case. In March, Tennessee passed a law forbidding the teaching of evolution in the common schools. A test case was brought up involving John T. Scopes, a science teacher in the Dayton high school. Outside organizations jumped in. One group furnished Scopes with distinguished counsel, including Clarence Darrow and Dudley Field Malone—the one a famous criminal-trial lawyer, the other lately conspicuous as an attorney in divorce cases. The other group called in William Jennings Bryan—leading lay Fundamentalist—to assist the Tennessee lawyer prosecuting Scopes. The case came up for trial before Judge John T. Raulston on July 10. The writing world—clergymen, sports editors, reporters, literary critics—descended upon Dayton. The trial became an arena where an amazed world looked on the defender of "old-fashioned religion," and the upholders of the "Darwinian" theory of evolution. Again and again Bryan and Darrow clashed spectacularly. Newspaper readers were regaled with picturesque details of dress and demeanor in that hot, crowded court-room. And when it was all over, and the case was closed without presentation of the evidence of the scientists called to Dayton by the defense, and without the elaborate closing speech prepared by Bryan, Mr. Scopes was found guilty, was fined $100, and the case was started on its way to higher courts. For nearly two weeks the battle of evolutionist and anti-evolutionist made a sport-loving nation almost forget the close race between the Pirates and the Giants, and the Senators and the Athletics, in their respective major baseball leagues. The sudden death of Mr. Bryan a few days after the trial, due largely to his exertions in it, stilled the storm of controversy, which was not even revived by the posthumous publication of his undelivered speech on evolution.

### AVIATION

It has been a notable summer in the air. Amundsen and McMillan found it not so easy to fly in the northern circumpolar regions as they had been led to suppose. Flights of the *Los Angeles* and *Shenandoah*, the successful extension of the Air Mail service, Ford's venture with airplane transportation, development of flying-fields, all led to the launching of great projects for commercial aviation. But enthusiasm was dampened by the shock of the destruction of the *Shenandoah* and the killing of fourteen of her gallant crew in an Ohio storm on September 3. About the same time Navy airmen tried to make a "hop" from San Francisco to Honolulu. Both seaplanes were forced to come down before reaching their destination. One was not found by rescuers until ten days after its departure.

### OTHER MATTERS OF MOMENT

Besides the loss of the *Shenandoah*, one other great disaster marred the summer of 1925. This was the earthquake which shattered Santa Barbara, California, on June 29. The Santa Barbara tremor killed ten people and destroyed more than $10,000,000 worth of property.

Of less importance, perhaps, but nevertheless interest-provoking, was the failure of three women to swim the English Channel, Mademoiselle Sion of France, Miss Harrison of the Argentine, and our own Gertrude Ederle.

As summer closes, we find the long-expected anthracite strike upon us. It started, according to schedule, on September 1, without any disturbance, and there seems no prospect of an early settlement. The miners want more wages and the "check-off."

While this is an off-year, politically, we find a revival of interest in local politics as the fall election approaches. Primary fights have stirred things up in Wisconsin and New York City. In the Badger State, after Senator La Follette's death, his son, Robert, Jr., decided to try for the Senatorship, and a free-for-all contest developed in the campaign for nomination in the primaries, involving both pro-La Follette and anti-La Follette Republicans. La Follette polled a majority of all votes cast on September 15.

In New York Tammany Hall, controlling the Manhattan Democracy, decided not to renominate Mayor John F. Hylan, whom it had supported twice. Hylan appealed to the decision of the citywide primary, being opposed by State Senator Walker, Tammany candidate. Governor Al Smith campaigned against Hylan and attacked Hearst, whose newspapers supported the Mayor. Walker defeated Hylan by about 100,000 votes. The Republican candidate is Frank D. Waterman.

## THE ODYSSEY OF THE *PN-9 NO. 1*

THE ODYSSEY OF THE *PN-9 NO. 1*, every one agrees, will make a new epic of the sea, worthy to go down in the log of the ages. "Men have dared the perils of the deep," one newspaper editor observes; "here are men who dared the perils of both sea and air—and survived." Commander John Rodgers and his crew of four failed to complete their flight from San Francisco to Hawaii, but they provided the material for one of the most thrilling chapters in the history of aviation. As the Norfolk *Virginian-Pilot* remarks: "Forced down almost within reach of its destination by lack of fuel, the plane drifted helplessly in the lonely waters of the Pacific for nine days. During the last four days of this period the members of the crew were wholly without food. Their supply of water depended upon the few meager drops they could gather in a piece of canvas whenever it rained." According to the Washington *Star:*

International Newsreel photograph

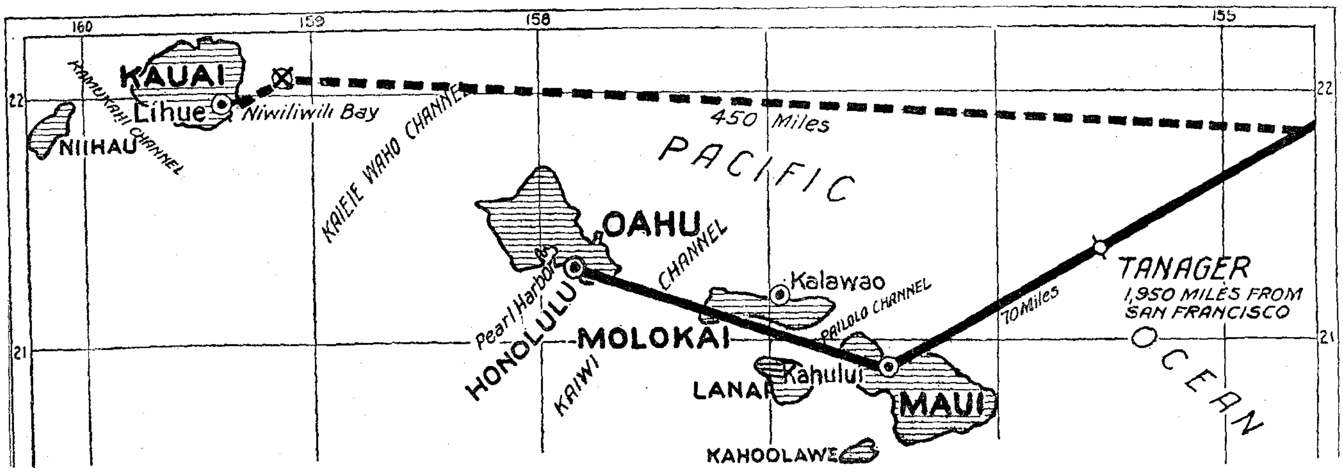
"THERE HAS ALWAYS BEEN A JOHN RODGERS IN THE NAVY"

"Since the days of Paul Jones," says the New Haven *Journal-Courier*. "But there has never been a better one than the Commander of the *PN-9 No. 1*.

> "When the plane disappeared, it was hoped that she would be found quickly by the searching flotilla of destroyers and submarines sent at once to the rescue. But as days passed, with no trace of the missing aviators, that hope faded. Then suddenly came the radio announcement that Commander Rodgers and his men were found."

Tho the giant Navy seaplane failed to reach its destination by air, the flight, thinks the St. Louis *Globe-Democrat*, "was a brilliant achievement, since it established a world's record for a non-stop flight entirely over water." "The experience gained on this unsuccessful attempt can be put to profitable account," believes the Washington *Star*. Furthermore, adds the New York *Times*, "Commander Rodgers and his men all came through in a fashion to make the country proud of them." The St. Paul *Pioneer Press*, the Newark *News*, and other newspapers are reminded of the attempt of Harry Hawker and Commander Grieve to fly from Newfoundland to Ireland in a land plane; of their unfortunate plunge into the Atlantic, and of their return to "civilization" six days later. One recalls the "loss" for six days last year of Lieutenant Locatelli, of the Italian Navy, in Greenland waters, and of Amundsen's more recent disappearance into the Arctic. But more dramatic than any of these, in the opinion of the Newark paper, is the adventure of the *PN-9 No. 1*. Says the Boston *Globe*, in a column editorial:

> "Consider it. Here was an argonaut of the air, leaping skyward on August 31, with his comrades in a seaplane from the Golden Gate, to span the blue wastes of the greatest ocean on the globe; to traverse without stopping the 2,100 miles between America and Hawaii. "Hour after hour they thundered on, through day and dark, watching their fuel supply diminish inch by inch in the tanks as the tussle with the elements proceeded.
>
> "Below the angry sea crests tattered off into veils of scud under the flails of the wind. And at last, down into this welter of spume and spray, they and their craft were forced to drop, fifty miles from the nearest ship, the radio-sending apparatus wrecked.
>
> "Here the giant seaplane bobbed. The second chapter of the grim adventure opened. Through the air and over the cables orders flashed from Washington to the Orient. Relief ships, destroyers, airplanes, fleet tenders, mine sweepers, submarines



From the New York *Times*

WHERE THE LOST SEAPLANE DRIFTED

The thick black line shows the course the *PN-9 No. 1* should have followed had her gasoline held out. The dotted line shows her nine days' drift from the spot where she descended, until she was discovered off the island of Kauai.

began their quest. They combed the sea in vain. The greatest search in naval annals went on, day after day, and apparently failed. Hopes that had been high at first among the searchers began to dwindle.

"All the while, through 218 eternal hours, across 400 miles of ocean, this commander and his crew in their cockle-shell drifted amid the isolation of the Pacific; parceling out their food supply; watching this, too, grow smaller and smaller, carrying out a routine to divert their minds from their plight; catching desperately at fortunate showers with improvised cloth basins. Food failed. The water was drunk. Between them and one of the most fearful deaths known to man there remained only their courage and a small still for purifying sea-water, which had been brought along solely because of the insistence of the Commander's mother.

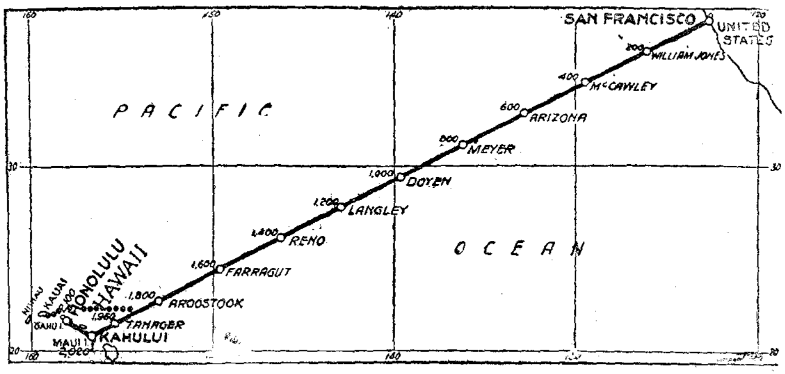
"Helpless, they listened to messages speeding through the air, as the searching craft wove back and forth in this prodigious hunt. They caught from the ether the decision of the pilots in the searching party that the hunt was hopeless and must be given up.

"The days dragged on. And then, like the hero of an impossible melodrama who materializes out of nothing, up came the submarine *R-4* from the bowels of the deep to discover that bedraggled, drifting plane and its crew, and to flash the news."

In all this, remarks another Boston paper, *The Post:*

"Commander John Rodgers, of the *PN-9 No. 1* stands out as a great figure. The others all agree that his able handling of the floating plane, his patience, his courage, and his self-denial were an enormously helpful factor in keeping up their morale and their strength. It is with extreme fitness and swift appreciation of good work that Secretary Wilbur makes him Assistant Chief of the Navy's Bureau of Aeronautics."

In a statement to The Associated Press, Commander Rodgers said, in part:



From the New York *Times*

THE PACIFIC FLIGHT AS PLANNED

The course officially planned for the flight from San Francisco to Honolulu, and the positions of the watching ships.

"About noon of the second day, September 1, we decided that our gasoline supply would carry us about midway between the *Aroostook* and the *Tanager*, respectively, the next to the last and the last station ship. I, therefore, decided to land at the *Aroostook*, which is a fully equipped airplane tender. I started to write a message which would give her some clue to our whereabouts, but just then the gasoline gave out.

"Due to total expenditure of gasoline we could not use radio. I determined our position to be fifty miles north of the *Aroostook's* station.

"We rigged a radio antenna on the plane and received without much difficulty everything that was in the air. We sailed before the wind, endeavoring to work the plane in toward the Hawaiian Islands, hoping to make Oahu. We made an average of two miles an hour.

"We cut the fabric from the lower wing and rigged a foresail. Weather conditions were moderate, altho during the afternoon the seas were high.

"Our only concern was a question of water supply. We knew we could get along without food, of which we had small emergency rations. We were depending on a small water-still for water, which we managed to get going on the sixth day by burning wood from the trailing edges of the lower wings. On the eighth day a heavy rain squall passed over us, and we caught about two gallons in the fabric which had been cut from the lower wings. This enabled us to survive.

"We had reached a point about fifteen miles off Nawiliwili and were trying to signal that port when we were sighted by the patroling submarine ten miles off Nawiliwili, and taken in tow.

"The only miscarriage of the plan was due to our failure to find the *Aroostook*, the ship we had selected to refuel from, having passed close above all other station ships en route."

In a Honolulu dispatch to the New York *Times* we are told that—

"Even before he undertook the Hawaiian flight, Commander Rodgers was regarded as one of the best and most intrepid flyers in the Naval Air Service. Beyond that he was regarded as a topnotcher in seamanship and navigation, with the Navy spirit bred in the bone, having come from a family that had distinguished itself in naval annals. With Commander Rodgers were Lieut. Byron J. Connell of Pittsburgh, assistant pilot; Skiles N. Pope of Jackson, Tennessee, aviation pilot; William H. Bowlin of Richmond, Indiana, aviation chief machinist's mate; and Otis G. Stantz of Terre Haute, Indiana, chief radio operator. All the men agree that the expert navigation of Commander Rodgers had been an important factor in the saving of their lives.

"When picked up, the seaplane, which left San Pablo Bay, California, August 31, on a scheduled non-stop flight to Pearl Harbor, Island of Oahu, was drifting westward about two knots an hour. Members of the crew said that if the submarine *R-4* had not sighted the plane, they should have continued to drift to Kauai."

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## TOPICS IN BRIEF

(*An extension of this department appears weekly on the screen as "Fun from the Press"*)

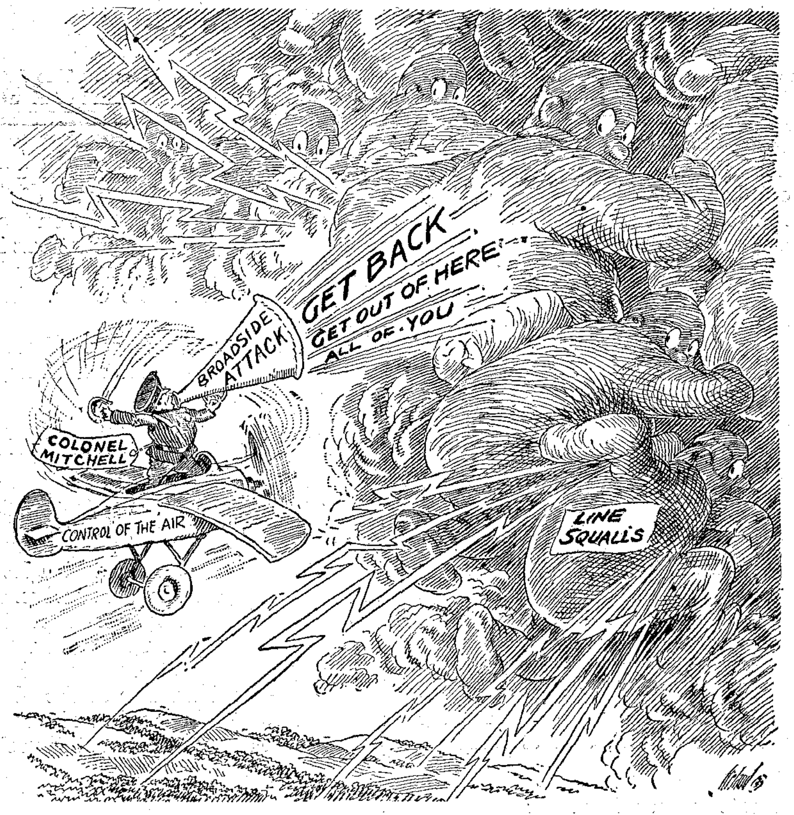
It's probably those balloon tires that are bringing rubber up. —*Manila Bulletin.*

This Colonel Mitchell seems to have cultivated the habit of going up in the air.—*Richmond Times-Dispatch.*

It would be interesting to come back a thousand years from now and see what then is called heresy.—*New Haven Register.*

One of the reasons the New York City election is interesting is that the government has $400,000,000 to spend.—*Milwaukee Journal.*

With short skirts and rolled hose and winter only a few months away, R. M. H. looks for some enterprising party to start a knee-muff business. —*Kansas City Star.*



WE BELIEVE THE COLONEL COULD DO IT

—Ireland in the Columbus *Dispatch.*

About the only thing reformers never denounce is the collection plate.—*New Haven Register.*

If men had no faith in one another, all of us would have to live within our incomes. — *Marion Star.*

A good crest for the League of Nations would be two mailed fists in handcuffs. — *Boston Herald.*

One thing that is absolutely impervious to drouth, weevil, blight or worm is America's nut crop.—*Arkansas Gazette.*

Traffic will prove a great aid to evolution. Only the quick thinkers will eventually survive.—*San Francisco Chronicle.*

The agent drives it 500 miles and it's a new car; you drive it five miles farther and it's a used car.—*Elm City Clarion.*

Enact the Ten Commandments into civil law and there would be a frightful howl against the restraint of personal liberty.—*Toledo Blade.*

The Powers are advised to handle their affairs in China with gloves. China seems to be handling its affairs in this country with Tongs.—*Louisville Courier-Journal.*

Teaching China to help herself may be a big problem, but keeping the other nations from helping themselves looks like a much bigger one.—*Cincinnati Enquirer.*

There doesn't seem to be any doubt about being able to collect from Europe, if we only lend her enough money to keep a little out for herself.—*Sandusky Register.*

During the last year births in the United States have averaged five every minute. Thus does nature work overtime to repair the havoc wrought by gunmen and automobiles.—*Cleveland Plain Dealer.*

General Mitchell said things his superiors didn't like and they made him a colonel. Colonel Mitchell said things even more bluntly than General Mitchell did. Now a court-martial is in the offing—but after that how Major Mitchell will talk! And Captain Mitchell! Won't he tell the pop-eyed world a few things! We do hope to be around when Corporal Mitchell hands out an interview on the Army, the Navy and the conduct of the air service.—*Chicago Tribune.*

Sometimes the wolf rides on the running-board.—*Arkansas Gazette.*

What does it profit a country to have fewer half-shot and more shot?—*St. Paul Dispatch.*

The boy's last hope hangs on the remote possibility that the school board neglected to put in any coal.—*Syracuse Herald.*

Everything must have a beginning. Perhaps people could be persuaded to obey the laws on Tuesdays and Fridays.—*Elm City Clarion.*

A foreign linguist arriving in New York reports that English is rapidly becoming the universal language. Does he advise New York to take it up?—*Detroit News.*

Another bit of good advice is never to start anything you can't stop. —*Philadelphia Inquirer.*

Odd Lot of Women's Evening Dresses Half Off.—*Ad.* What's odd about that?—*Arkansas Gazette.*

The dismaying thing is not what man descended from, but what he descends to. — *Elm City Clarion.*

You may not be able to find perpetual youth in Chicago but, at least, you can easily avoid old age.—*Arkansas Gazette.*

There are times when it seems as tho we have made a permanent waive of personal rights.—*Philadelphia Inquirer.*

They are thinking of erecting a bust to the man who invented the Volstead Law. A bust would be appropriate.—*Elm City Clarion.*

The reason marriage is a failure with some people is because they couldn't be successful at anything else, either.—*Philadelphia Inquirer.*

The Bambino ought to realize that batting around at night doesn't make for batting around during the day.—*Norfolk Virginian-Pilot.*

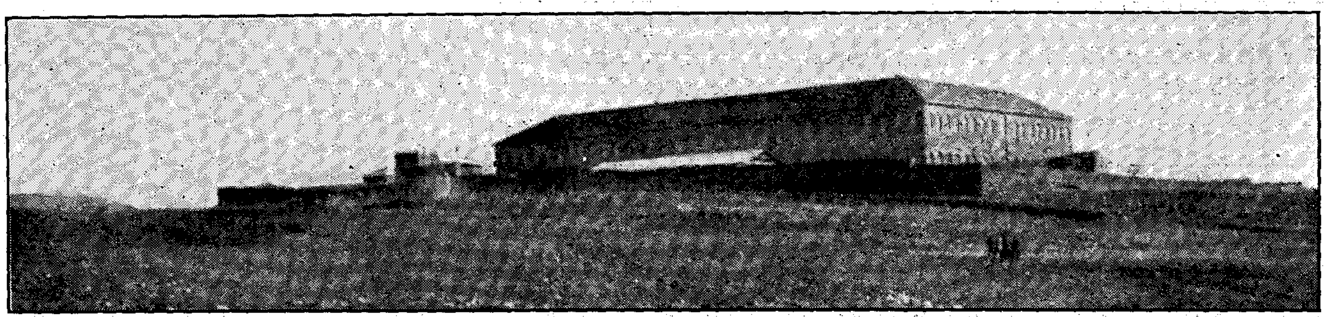
We suppose a pretty good motto for tenderfeet prospectors in Florida is, Be not the first by whom the land is sought, nor yet the last by whom the tract is bought.—*Houston Post-Dispatch.*

Statistics show that 18,000,000 boxes of rouge were used in the United States last year. Since there must be four times that many women, it would seem that a lot of them have been obliged to use common house paint.—*Cleveland Plain Dealer.*

We suppose Roy Haynes thinks that the reason the price of grapes has advanced from $12 to $80 per ton since the enactment of the Volstead Law is because people have learned how much better fruit is for them than wine.—*Columbus Ohio State Journal.*

It seems funny now that we practical men used to worry considerably for fear President Coolidge didn't know enough about politics, and we notice that whenever any serious question about the War or Navy Departments or our foreign relations or anything arises, the White House spokesman gives out a statement favoring further tax-reduction.—*Ohio State Journal.*

# FOREIGN - COMMENT



From *L'Illustration* (Paris)

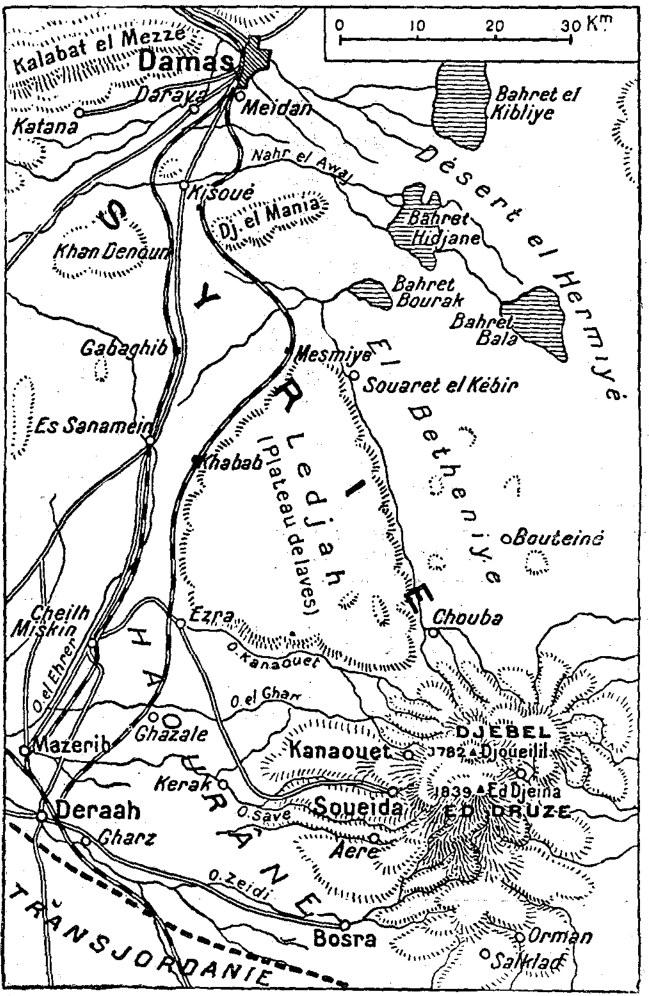
THE BESIEGED FORTRESS OF SOUEIDA, WHOSE LOCATION IS SHOWN ON THE MAP BELOW

## THE DRUSE REVOLT AGAINST FRANCE IN SYRIA

HIS MAJESTY ATRASH PASHA, Sultan of the Druses and leader of the spirited anti-French outbreak in Syria, has been talking to a German correspondent, we are told, and declaring that the Druses must have complete independence, while the French will be permitted to act only as advisers, "like the British in Irak." The interview, which occurred at the Druse headquarters, is reported in the Berlin *Vossische Zeitung*, and we read: "As the only correspondent, your representative succeeded in crossing the Charra Desert toward the Jebel Druse district, and then in arriving here in Medjil." He was a welcome visitor, it appears, for the Sultan gave him a full account of the situation from the Druse point of view. Said His Majesty:

> "The French pressure upon the Druse people had become absolutely unbearable. General Sarrail never was ready to receive our representatives or to accept our complaints against Governor Carbillet. All the rights that the French granted to us in 1921 had been disregarded. Our leaders had been arrested, and every spying tale was heeded. I can assure you that, altho the cause of the uprising was only the disregarding of the complaints of the Druse people, the movement is by no means of purely local significance, and it is to be regarded as the beginning of a general revolt in Syria."

The *Vossische Zeitung's* correspondent's arrival "was coincidental with that of the Parliamentarians who had been sent to the French High Commissioner," and his report continues: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Bahret Hidjane
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Y
Bahret Bourak
Bahret Bala
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Mesmiye
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(Plateau de laves)
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Ezra
Chouba
O. Kanaouet
O. el Ehrer
HAURANE
O. el Gharr
Ghazale
DJEBEL
Mazerib
Kanaouet
1782 Djoueilil
Kerak
1839 Ed Djeina
Deraah
O. Save
Soueida
ED DRUZE
Gharz
Aere
O. Zeidi
TRANSJORDANIE
Bosra
Orman
Salklad

From *L'Illustration* (Paris)

WHERE FRANCE IS MENACED WITH A GENERAL REVOLT

The Druses, who have risen against France, inhabit the southeastern portion of Syria, as shown in the lower right-hand section of this map. Their rebellion, they claim, is not merely local but "the beginning of a general revolt" throughout France's mandated territory of Syria.

"They told me that the French peace terms called for the payment by the Druses of £5,000 as war indemnification, for full compensation by the Druses to merchants whose property had been plundered or otherwise damaged, and for the return by the Druses of the arms they had captured in action.

"Sultan Atrash told me that his reply would be that these demands were unacceptable to the Druses. The Druses felt that they, not the French, were the ones attacked and that, consequently, the latter ought to pay a war indemnity. He did not demand compensation for the Druse tribes for the wrongs inflicted upon them. The Druse people would look after collecting compensation itself. The captured arms would never be returned to the French voluntarily. The Druses had won them with their blood and would keep them.

"When I told the Sultan that the French had apparently accepted the Druse Parliamentarians' demands regarding amnesty and autonomy, so that the Jebel Druse district would have a Druse Governor and could be administered by a Druse Council of State, the Sultan replied that he could not be content with mere autonomy of the Druse district, as he and his entire people demanded the complete independence of all Syria."

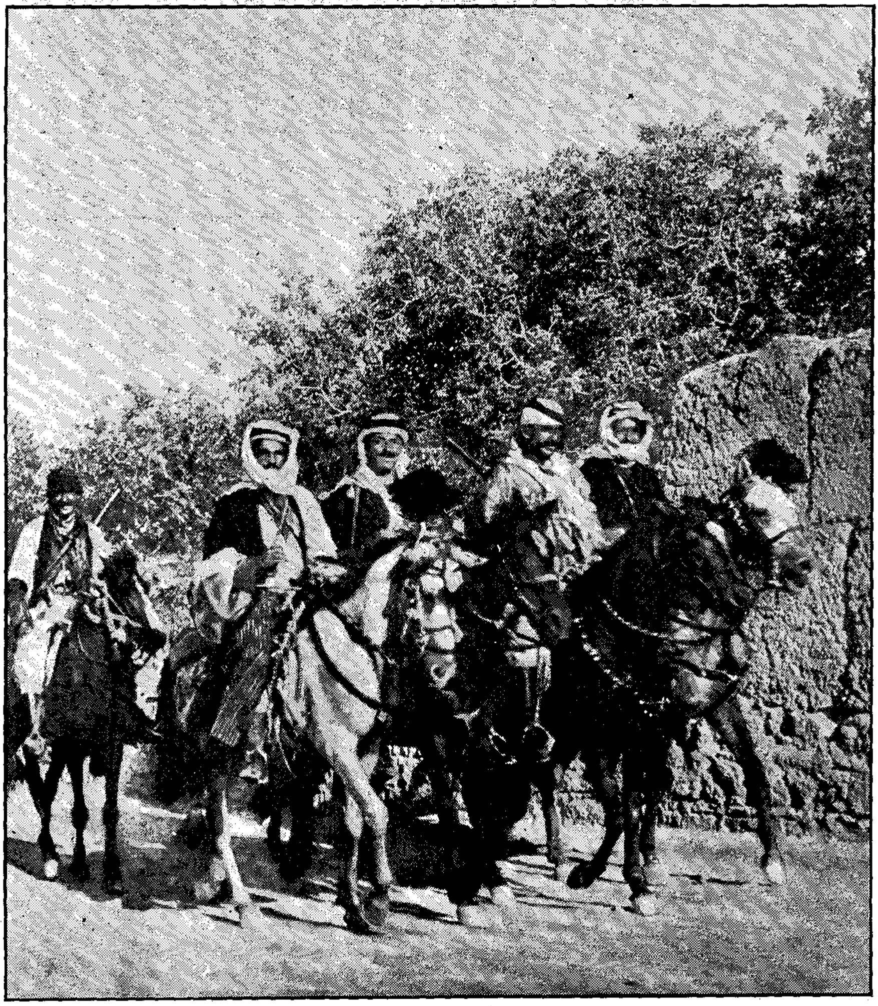
When the correspondent asked what His Majesty meant by "all Syria," he was told that the term "covered the Manfat country, without Lebanon, but with Alauiten," and—

> "In answer to more detailed questions about the kind of independence demanded by him, Atrash said: 'We want our own free Parliament, our national Army, our national Government, and our King or President as head of the State. The French must be satisfied, like the English in Irak, to function only as advisers.'

"When I went on to say that France could not grant these demands, the Sultan said that the French had 6,000 men in Syria, altogether, that they had their hands full in Morocco, and were not able to send reenforcements. On the other hand, he had plenty of friends and allies.

"'Telegraph to your newspaper,' he added, 'that if France dares to attack the Druse people, revolt will break out in all Syria. We have but one conviction—it is better to die fighting than to live as we have until now.'"

After his interview with Atrash Pasha, the correspondent "visited the battle-field of Mezraa, where the French had been the victims of a surprize attack three weeks before." He tells us:



*From The Illustrated London News*

DRUSE WARRIORS

A raiding expedition of Druses, we are told, began France's trouble in her mandated territory of Syria with an attack on a French detachment of 170 men, of whom about 100 were massacred.

"There I saw many unburied French soldiers, stript of their uniforms, three wrecked tanks, which had been captured by a Druse rush and turned over by sheer muscle power, and also two cannon, and other war material left on the field.

"In Soueida, which I also visited, I saw the barracks in which the French garrison is besieged by the insurgents. The city is entirely in the hands of the Druses.

"My general impression is that the political situation is very serious, because the Sultan is being encouraged to further resistance by numerous Syrian delegations, and because the Sultan evidently counts upon a revolt in Damascus and therefore, despite his dispatching of negotiators, is in reality not inclined to begin serious peace discussions."

According to German editors, the anti-French uprising in Syria has so far caused no great losses to the French. The rebellious district, which forms a self-governing unit among the States of Syria, under the French mandate, has some 60,000 inhabitants, with a fighting force of 15,000 to 18,000 men. It is true, we are told further, that it is extremely difficult for the French to fight in this rocky and mountainous country and to send reenforcements across deserts and wildernesses, and the French forces do not exceed about 6,000 men. As we are told, fighting began on August 5, when bands of Druse raiders attacked a French detachment of 170 men and massacred about 100 of them. Soon afterward the Druses attacked a large detachment of 3,000 men that was moving to the capital of the country, Soueida, inflicted losses and took considerable booty. Most of the cities of the country, protected by French garrisons, including Soueida, have been besieged or even taken by the rebels. Yet, some German editors assert, all this is but a local affair which probably will be soon ended. But there is also, they say, a wider aspect to the problem. The uprising of the Druses is only one symptom of the general dissatisfaction prevailing in Syria. The *Frankfurter Zeitung* says:

"Syria had always been the most cultured part of the Ottoman Empire. It was the main bulwark of the Arab intelligentsia. The large and flourishing commercial city of Aleppo, lying at the crossing of railroads and of caravan-trails, Damascus, which has been the main center of the Mohammedan caravans ever since the days of the Caliphate, Beyruth, with its port and its Jesuit and American colleges, have always played the rôle of cultural centers whose influence was felt far beyond the boundaries of Syria proper. It was only with great difficulty that Djemal Pasha succeeded during the Great War in keeping Syria from separating from Turkey. . . . When the debacle of the Turkish forces in Palestine allowed the Syrians and the Cilicians to break away from the Ottoman Empire, they were sure that the hour of freedom which had been promised to them by the Entente had come. They were, however, bitterly disappointed: like a mere African colony, proud Syria was forced to become the mandatory territory of a European Power. . . . It was the French who obtained the mandate.

"The administrative organization of Syria was carried out by General Gouraud, High Commissioner. He acted cleverly in obeying the old formula: *Divide et impera*. The population of the country is homogeneous in language, but it is divided into a number of religious and confessional groups.

"There are orthodox Mohammedans, Sunnits, Druses, Izmailets, and Sheeths, and among the Christian population there are Greek Catholics, Maronites, Chaldeans, etc. The French have profited by these divisions in order to split the country into a number of States—that is to say, self-governing units. Each of these States has a constitution and a representative body, whose rights are, however, strictly limited."

One of such States, we are told further, is the country of the Druses, which became self-governing in 1921. Like the rest of the States, it is under the strict control of the French, the French Commissary keeping his residence in its capital, the French garrisons occupying its cities. We read further in the same paper that—

"In spite of the rudeness of the military administration, and in spite of mistakes made by the French officials, for the most part men taken from the French colonies in Africa, General Gouraud was on the whole a good pacificator, especially as he respected the religious susceptibilities and prejudices of the population. . . .

"The same, however, can not be said of General Sarrail, who replaced him in the spring of this year, and who has already provoked the dissatisfaction not only of the Arab Nationalists, but also of the hitherto pro-French elements of Lebanon. General Sarrail is an anti-clerical and a Radical. He is of the opinion that one should put an end to the old prejudices in Syria. He began his reformatory activities by proclaiming a lay program for the schools of the country from which all religious education was henceforth to be excluded. This raised a storm of indignation."

# THE NEW TURKEY'S LIGHTNING CHANGES

HENRY THE EIGHTH IN HIS PRIME never managed a divorce as cleverly as Mustafa Kemal managed his, we are told, and the Turkish President's former wife now says of the case, "it is the story of Napoleon and Josephine over again." For Turkey is fast transforming itself into a Western nation, with Western ways, and the Turkish Josephine is astonishingly European, it seems. To a journalist whose transcription of their talk reappears in the *Courrier des Etats Unis* (New York), she said the other day: "You have doubtless been told that I am masterful and that I try to control in matters that are not my affair. Also I am criticized because I have a liking for masculine dress. But look at me, and see if I am not as feminine as any woman can be." At all events, her much criticized riding breeches were a mild sensation when compared to the headlong changes that are overtaking everything Turkish, and keeping the correspondents busy. A few years ago, who would have imagined that the Turks would ever discard the fez? Yet even this is happening, and A. André, writing from Constantinople, informs the readers of *La Presse* (Paris) that—

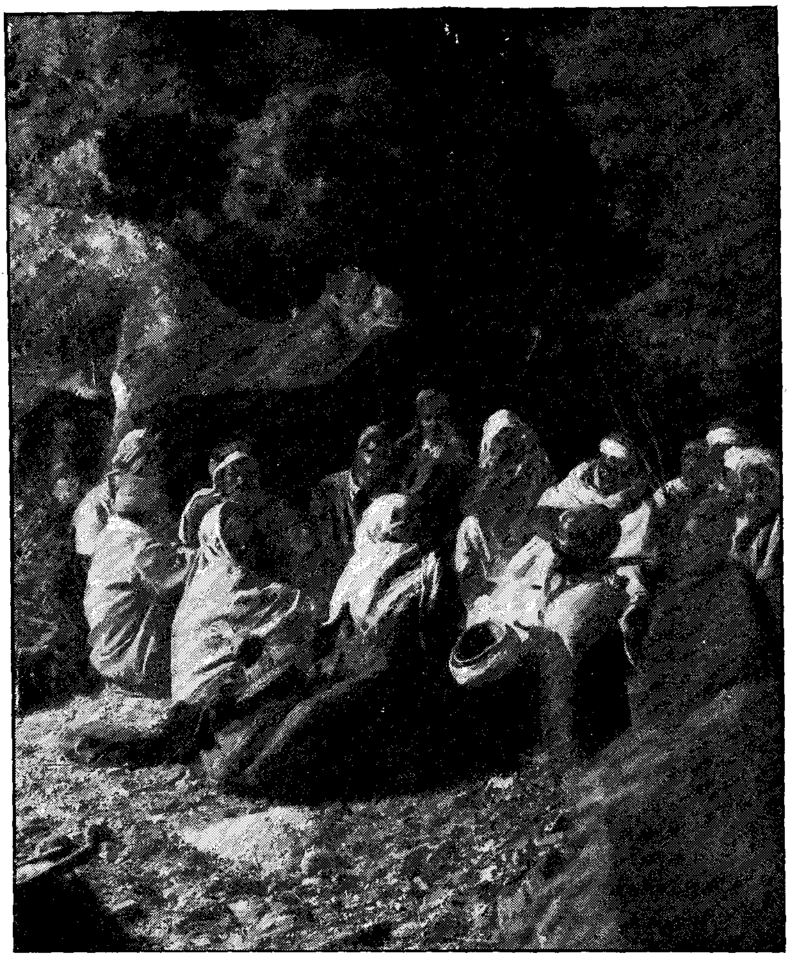
> "The Turks have always looked upon the fez as a sacred national emblem, whereas it originated among the Greeks, who abandoned it at least six hundred years ago. In Greece, the red fez was worn only by members of a regiment called the 'Evzouks' and somewhat resembling our Chasseurs Alpins.
>
> "No régime in Turkey has ever dared to lay hands upon the fez, tho Turks living abroad have always worn hats.
>
> "But the republicans of Anatolia, eager to break with the past by abolishing Mussulman traditions, customs, and institutions several centuries old, have boldly declared that the Mussulman Turks were free to adopt any head-dress they choose—the regulation straw, the aristocratic panama, or the bourgeois soft felt.
>
> "The movement for European hats was started by the progressive Secretary of the Navy, who put visored caps on officers and gave the Turkish Jackies caps with flowing black ribbons, like those of the German Navy. The Army soon adopted similar caps. Then the police donned visored caps, and the students followed their example. One step more and the entire citizenry would wear hats, but the step was an easy one, and to-day the Mussulman Turks are wearing panamas and regulation straws.
>
> "Altho Constantinople is conservative and still shows some reluctance to indorse the hat, the provinces are progressive, and at Angora the panama is a common sight, and a republican official predicts that 'in five years, anybody wearing a fez will be a curiosity.'"

Not to be behind the men, many Turkish women have discarded their veils and gone in for pretty little toques and turbans, so that it is difficult to tell them from European women. However, old ladies still wear the veil. Mr. André continues:

> "Houses are no longer provided with a special section partitioned off for the women; for at least a year, women have gone everywhere with men, and at the beaches along the Marmora and the Bosporus mixed bathing is permitted.
>
> "Another innovation is the erection of statues and monuments. Now that prejudice against them has been removed, Constantinople, Adana, and Angora will soon have statues of Mustafa Kemal and his enlightened colleagues, who have accomplished more for Turkey in five years than the Sultans accomplished in five centuries."

As a Constantinople correspondent informs the London *Times*, "a fine model for the statue of Mustafa Kemal, made by the Viennese sculptor, Professor Krippel," is on exhibition there, and we read:

> "This life-size model, in which the artist shows Kemal Pasha with a slightly fuller face and a less strained expression than those which appear in the most recent photographs, will serve as the original from which will be cast the heroic bronze statue which the municipality is erecting in Constantinople. The sculptor has also made a model for the heroic equestrian statue at Konia, which will show the President of the Turkish Republic mounted on his favorite charger, Sakaria, so named from one of his victories over the Greeks.
>
> "The erection of a statue, even of a living ruler, in almost any other modern State, would be a matter deserving of but little comment, apart from artistic criticism, but the fact that it should be done in Turkey is indeed remarkable evidence of the distance which the republic has traveled toward the West and the pace of its progress."



From *The London Sphere*

FRANCE'S ADDED TROUBLES IN FOREIGN DOMAINS

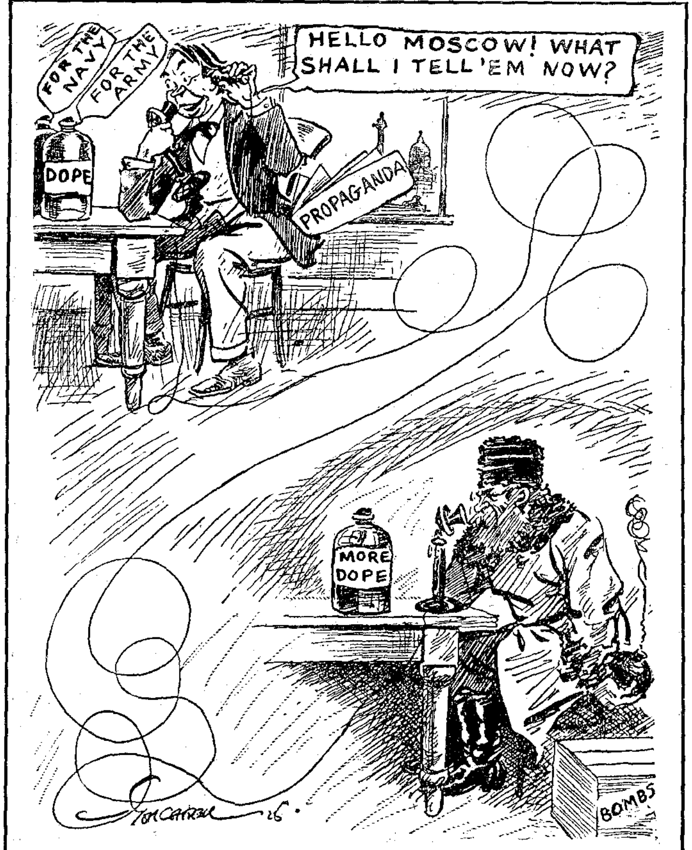
While France is busy settling her difficulties in Morocco, it is said, she is confronted with new and grave concerns in Syria, where the Druses, who number 60,000, and are "dangerous and warlike opponents," are in open revolt.

Change follows change with astonishing rapidity in the new Turkey, and the same correspondent reports that "by order of the Prefect the picturesque night watchmen of Constantinople must shave off their flowing beards." Meanwhile, the Manchester *Guardian's* Constantinople representative tells us:

> "The adoption of surnames by the Turks is urged to-day in the newspaper *Vatan*. It is pointed out that an indefinite number of Turks bear the same names, which causes daily mistakes in the law courts, recruiting bureaus, and official departments. Recently ten Emin Ali Beys disclaimed identification with one of that name who was involved in a certain incident recorded in the press. To avoid confusion Turkish school students are known by numbers.
>
> "During the past twenty years an attempt has been made to overcome this by adding the father's name to the child's, but this becomes more complicated with every generation. Such a system of nomenclature fits small tribes, but it is absurd for a population of twelve millions to utilize only some hundreds of names. It is time to adopt family surnames, a certain number of which already exist."

# BOLSHEVIK PROPAGANDA AMONG BRITAIN'S DEFENDERS

IN PREPARATION FOR "A DECISIVE TUSSLE" between "the workers and the capitalists" next spring, the Communist party of Britain is attempting to create a "revolutionary atmosphere" even in the Army and Navy, we read. Appealing to the National Labor party for cooperation, they declare that "the capitalistic class intend to intimidate the workers, or, if need be, crush them with the Army and Navy," and suggest that the General Council "issue a manifesto to the soldiers and sailors, making the position clear as between the workers and the exploiters. Win the soldiers and sailors from the capitalists." A letter from General Secretary Albert Inkpin to Arthur Henderson, M. P. (Labor party) is printed in the London *Morning Post*. According to that remarkable missive—



"ORDERS FROM RUSSIA"

—*The Daily Express* (London).

"The forces of reaction are determined to crush the workers into subjection. The check that has been given to their rapacity—to their attempt to still further reduce the starvation wages of the miners—has made two things clear to them:

"1. The military forces, supplemented by Fascist organizations, must be kept in readiness for the purpose of shooting the workers down like dogs if they show organized resistance to the dictates of capitalism. John Wheatley, one of the foremost leaders of the Parliamentary Labor party, and an ex-Cabinet Minister, puts the position very clearly when he says that 'if working-class soldiers can be relied upon to shoot down working-class strikers, capitalism will get a new lease of life by making Britain a land of coolies. Capitalism has no other policy.'

"Surely it is the imperative duty of the Labor movement and of the Labor party executive, as the responsible head of that movement, to take steps to prevent such a catastrophe befalling the workers. The capitalist press is poisoning the minds of the working-class soldiers and sailors with lying stories about the workers. All the evils of society are laid at their door. Never a word about the extravagance and debauchery of the rent robbers and profiteers. Never a word about the war debt or the vicious grabbing of high finance.

"The soldiers and sailors must be told the truth. The workers, their own fathers and mothers, brothers and sisters, starve, while the exploiters, who would use them for their murderous purpose, squander wealth in every kind of wasteful folly."

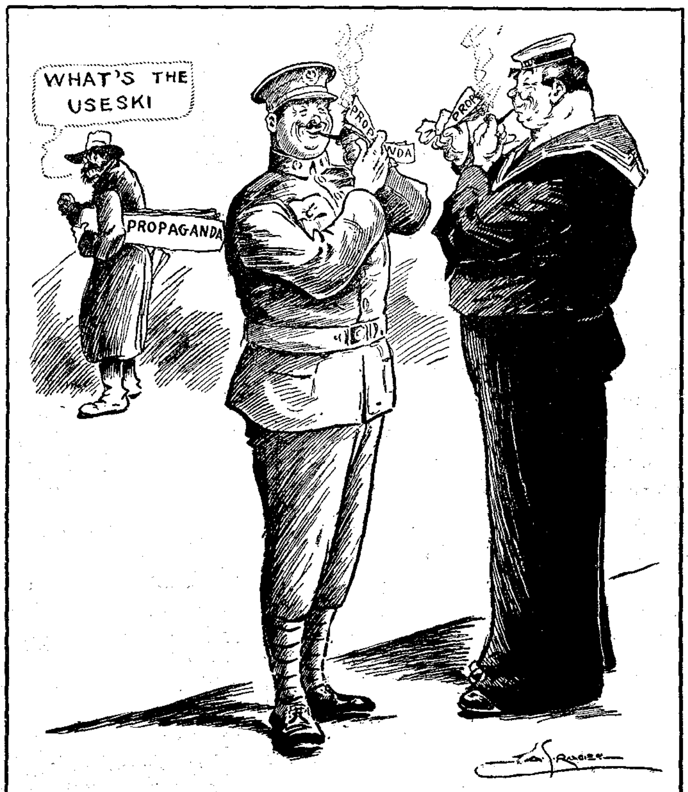
After declaring that "the Executive Committee of the Labor party should immediately open up a campaign for carrying this message to the rank and file of the Army and Navy," as "an official manifesto to the soldiers and sailors would have a far-reaching and stirring effect," Mr. Inkpin reaches point 2:

"Besides military preparations, cunning attempts will be made to confuse and disrupt the workers' organizations. If the united front can be broken, victory for capitalism will be assured. The attempts of the capitalists to break it must be thwarted. Their principal method of attack is to raise the scare of 'Communist conspiracy.' In Monday's *Daily Herald* the leading article strikes a note of warning. It says:

"'An ingenious propaganda attributing to "Communist conspiracy" every virile activity, every upstanding quality in Trade Unionism, seeks to foment discord and disunion in the working-class ranks.

"'And at the same time plans are being considered for the organization—with Government assistance—of a great strike-breaking organization which would be the prelude to a dictatorship.'

"As your Executive knows, there is no 'Communist conspiracy.' The Communist party is a bona-fide working-class political party, which has continually warned the labor movement that capitalism would not allow the workers to rise from their present starvation level without a well-prepared attempt to crush them into subjection by the use of armed force. We advised the working-class movement to prepare for such an eventuality. Mr. Wheatley and the editor of *The Daily Herald* now follow our lead.



"HATE'S LABOR LOST, OR, POOR GROUND FOR PROPAGANDA"

BRITISH ARMY AND NAVY: "Thanks for the pipe-lighters, Bolshie, you dear old blighter!" —*The Daily Star* (Montreal).

"Evolution is driving forward to a mighty contest for power between the organized forces of capitalism and the organized forces of the workers.

"In view of this, attacks on the Communist party or talk of 'Communist conspiracy' or of 'Communist sections' being the 'worst enemies of sane, well-considered Socialism' should be discouraged by your Executive, as such attacks can only lead to the weakening of the workers' forces in the face of an unscrupulous enemy. Win the soldiers and the sailors from the capitalists. Stop the attack on the Communists. Keep the front united and break the offensive of capitalism."

Another extremist, Mr. Cook, "wrenched victory from the jaws of Downing Street" by winning the coal subsidy. He "talks every Sunday now about revolution and gives the precise date," we are told, while "Mr. Inkpin attempts to outcook Cook." As the London *Daily Express* observes,

"The obvious course would be to ignore the utterances of men so unrepresentative of the British workman if it were not for the fact that their subsidy victory has given them a certain unexpected glamour, a reputation for astuteness and effectiveness.

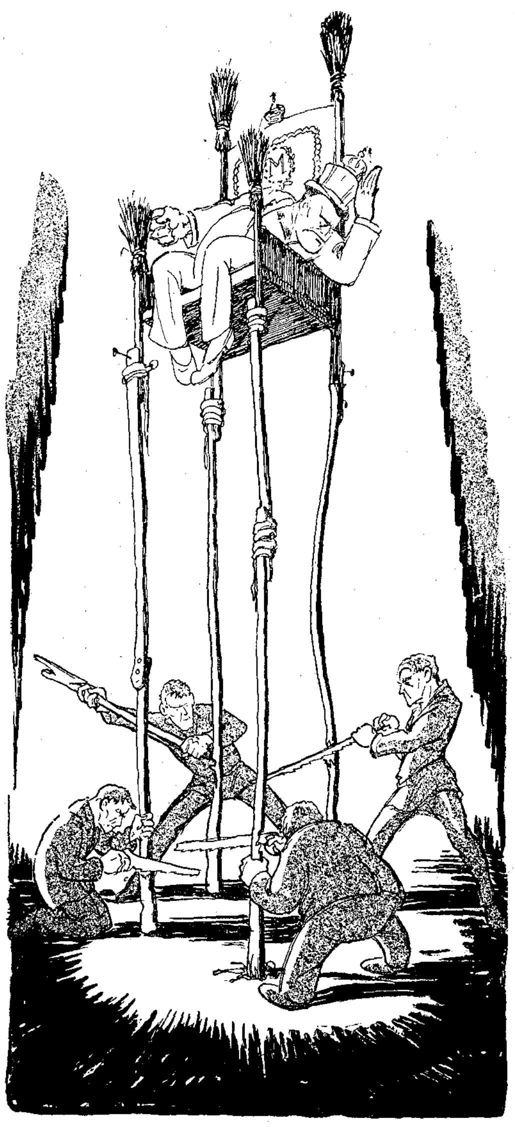
"Once more *The Daily Express* reminds all extremists that this country shall be ruled neither by employers nor workers, neither by capital nor by labor, but by the representatives of the people, elected by the people, and acting with the power and authority of the people. The Army and the Navy shall be used for neither side in industrial disputes. With that we are in the fullest accord. The Army and the Navy shall act only when the nation, through its elected representatives, chooses they shall act. And when that time comes the Army and the Navy will be used only against those forces which dare to challenge the indomitable will of the entire nation."

## MUSSOLINI AS JULIUS CÆSAR

THE "ESSENTIALLY CÆSARIST CHARACTER" of Mussolini's aims came in for sharp criticism at the hands of a London editor not long ago, and, barely a week later, Mussolini owned up to Cæsarism in a chat with Lady Drummond Hay at Rome. Reporting the interview, she says: "Why do your work with Julius Cæsar looking over your shoulder all the time?" came my somewhat irrelevant question as I caught sight of a bust of the great Cæsar in a niche over the desk. Mussolini's face took on an inspired expression, his eyes a curious, dreamy look, and his voice sounded strangely moved as he replied, almost reverently: "He—he is my ideal, my master—Julius Cæsar, the greatest man that ever was!" In the London *Daily Express*, whose special correspondent she is, Lady Hay tells us that Mussolini also said:

"Liberty! Is there such a thing as liberty? Civilization is the inversion of personal liberty; in the long run it resolves itself into a matter of space—more space, more liberty, and those who would benefit from the advantages of civilization must necessarily pay in the coin of personal freedom. When the Liberals call out for 'Liberty,' they display their ignorance of the rudiments of the mechanism of government.

"Mass can not govern mass. Quantity can not govern quantity. I maintain that there can be no such thing as liberty. It exists but in the imaginations of philosophers, who seek their unpractical philosophy from the skies. But mine is drawn from very near the earth . . . for those of the earth."



A DUTCH VIEW

MUSSOLINI (anxiously): "I wonder what they can be doing down there!"

—*De Notenkraker* (Amsterdam).

Much concerned over Mussolini's self-confessed Cæsarism, the London *Chronicle* remarks that it "leaves one wondering for how long, in what used to be a constitutional monarchy, the monarchy itself will be able to survive the constitution." And another London paper, *The Evening Standard*, observes:

"Whatever his ultimate place in history, Benito Mussolini is unquestionably a most original and interesting man; and the thoughts he has given the world on the subject of liberty and governing bear the impress of a mind untrammeled by convention. Mussolini seems to see in Cæsarism, adapted to modern conditions, the solution of his country's problems.

"The great trouble, however, is the supply of Cæsars. If a Cæsar fails to breed a Cæsar, there is the certainty of a breakdown in the system. If a Cæsar, on the other hand, breeds several Cæsars, there is the certainty of civil war. The Ottoman Empire was an example of a great effort to meet both difficulties. Every old Sultan left a large number of sons, and every new Sultan signalized his accession by murdering his brothers. But even this drastic business did not indefinitely avail; the Empire declined by the failure to produce adequate talent within the Cæsarean circle, and by the impossibility of importing it from outside."

Reminding us that "Rome for a time got over the difficulty by making any prominent soldier or politician Cæsar and assassinating such Cæsars as seemed to be too efficient or not efficient enough," *The Evening Standard* avers that—

"Really this resolved itself into a crude parody of our own system. The Army—or, rather, a few favored legions—represented the modern electorate; the assassination was the equivalent of the modern vote of no confidence. The moment these means of election and dismissal became obsolete, and Cæsar followed Cæsar by right, the empire began to go rapidly to pieces."

## SLAVERY IN THE SUDAN

WHILE AMERICAN investigators are submitting to the League of Nations their report on so-called slavery in Portuguese Africa, accounts of out-and-out slavery in British Africa reach Geneva. They are signed by Major Diggle, formerly an administrator in the Sudan, and issued by the Anti-Slavery and Aborigines' Protection Society. As reproduced by the London papers, his statement begins, "I went to the Sudan knowing nothing whatever about slavery; but, having lived there four years out of seven, mostly alone and in extremely close contact with the people, I could not fail to notice the appalling evidence of slavery." The Major continues:

"Since my return to England about a year ago I have tried privately to get effective action taken, but unfortunately the official attitude is that very little can be done at present.

"If the League of Nations' Slavery Commission could appoint a small committee of investigation, I would be willing to appear before them and give them personally some of my experiences in the Sudan as evidence of the efforts I have made to secure adequate reforms. The facts contained in this statement have already been brought formally to the notice of the administration by me while in the Sudan.

"The argument advanced by upholders of slavery that their masters look after them in their old age is, in my opinion, a demonstrable untruth so far as the locality in which I was stationed is concerned. The argument that slaves can obtain their freedom by asking for it is incorrect."

# SCIENCE ▾ AND ▾ INVENTION

## RAILROADS LOSING THEIR PASSENGERS

FORMER SHORT-DISTANCE RAILROAD TRAVELERS are now largely using the private motor-car or the public bus, and a writer in *The Railway Age* (New York) complains that the roads are doing little to meet this competition, and seem to be content to let their short-haul business go by the board as the canal traffic did in the old days. His analysis of the situation, which he makes in two articles contributed to successive numbers of *The Age*, throws considerable light upon it. An interesting point is the fact that the freight business of the roads has always grown faster than their passenger business, even before the motor-busses entered the field. Says the writer in *The Age:*

| *Year ended June 30* | *Passenger revenue Acct. 102* | *Revenue passengers carried (thousands)* | *Average revenue from each passenger* | *Average receipts per pass. mile, cents* | *Passenger train miles* |
|---|---|---|---|---|---|
| 1911 | $636,341,495 | 938,656 | $0.68 | 1.964 | 548,279,061 |
| 1912 | 639,818,627 | 944,265 | 0.68 | 1.978 | 560,877,744 |
| 1913 | 678,966,749 | 983,692 | 0.69 | 2.002 | 572,503,969 |
| 1914 | 683,748,602 | 1,002,350 | 0.68 | 1.976 | 580,792,214 |
| 1915 | 629,237,464 | 936,369 | 0.67 | 1.979 | 558,118,331 |
| 1916 | 673,806,175 | 968,888 | 0.70 | 2.002 | 569,295,585 |
| *Dec. 31* | | | | | |
| 1916 | 706,608,630 | 1,005,955 | 0.70 | 2.042 | 576,094,139 |
| 1917 | 825,211,593 | 1,066,638 | 0.77 | 2.090 | 575,500,297 |
| 1918 | 1,031,563,016 | 1,084,998 | 0.95 | 2.414 | 529,443,568 |
| 1919 | 1,178,453,860 | 1,177,820 | 1.00 | 2.540 | 539,803,363 |
| 1920 | 1,286,613,273 | 1,234,862 | 1.04 | 2.745 | 561,633,392 |
| 1921 | 1,151,770,842 | 1,035,496 | 1.11 | 3.086 | 554,804,976 |
| 1922 | 1,074,108,060 | 967,409 | 1.11 | 3.027 | 541,275,421 |
| 1923 | 1,145,698,579 | 986,917 | 1.16 | 3.018 | 560,979,720 |
| 1924 | 1,075,954,383 | 931,348 | .... | 2.978 | .......... |
| *1923 per cent. of 1916* | 162 | 98 | 166 | 148 | 97½ |

"PAINFUL EVIDENCE" OF DWINDLING PATRONAGE

> "The decreasing volume of railway passenger traffic, which is only too painfully evidenced by the official statistics, has been almost entirely attributed to the competition of the automobile and motor-bus. No one has attempted to dispute this, but several observers have asked whether the railways have done all that they might have done to meet such competition or to attract new business.
>
> "The heaviest passenger business that the railways of this country ever handled was in 1920. In 1924 the railways carried 24 per cent. fewer passengers than in 1920; the passengers carried one mile decreased 23 per cent., and this reduction was accompanied by a decrease of but one-half of one per cent. in passenger-train miles; and by an actual increase in the number of passenger car miles.
>
> "Comparing 1923 with 1892, it develops that the number of passengers carried on the country's railroads has not quite doubled, and the number of passenger miles has increased about three times. The contrast with the increase in freight traffic is striking because in 1923 the revenue tons of freight moved were about three and one-half times as much as in the average year of the early nineties, while the revenue ton-miles were about five times as large.
>
> "Passenger business has never expanded as fast as freight business. It is likely that one of the factors was the competition of the interurban electric lines. If that is the case, the more recent competition of the motor-vehicle is not entirely a new condition.
>
> "The average journey in 1923 was longer by 12 per cent. than in 1916, but only slightly longer than in 1920. This would indicate that it was the short-haul business that was suffering. Unfortunately, this does not exactly follow. Since 1916, there have been several railroad mergers. This merging of individual lines would increase the average journey per passenger. On the other hand, there is the complication of commutation traffic. In 1924, the average journey of the commutation passenger was 14.6 miles, while that of the other revenue passengers was 60.3, and of all passengers 38.8. This increasing commutation business would tend to decrease the average journey of all passengers."

The *Age's* conclusion on this point is that from the figures of the country as a whole, it can not be determined with exactitude whether the average journey is longer than it used to be or not. This means that we really do not know whether it is the long-haul or the short-haul business (outside of commuter traffic), or both, that the railways are losing. However, the writer goes on, while we may lack figures, we do not lack expert opinion. He adds:

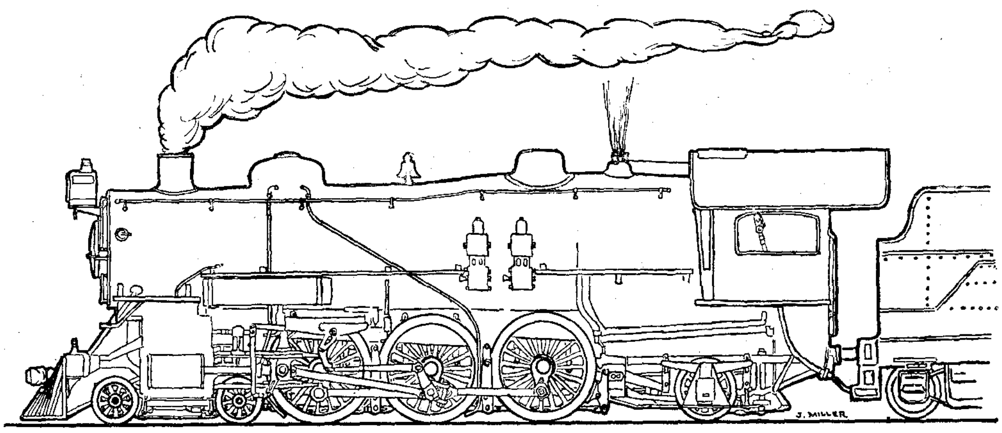
> "A striking feature in reports has been the practical unanimity of opinion relative to the loss of short-haul traffic to the automobile, and the fact that practically every executive has had something to say about it. It may be accepted, therefore, that the railways are losing their passenger traffic. It may be accepted similarly that the traffic they are losing is their short-haul traffic, and that they are losing it to the pleasure automobile and motor-bus. The question then is, what are they doing to meet motor-vehicle competition, and, finally, are they doing all that they ought to do to meet that competition?
>
> "The railway loss of passenger business has not been due in any great measure to curtailment of the service. This is borne out by statistics. As a matter of fact, the service has improved.
>
> "Of course, there are several kinds of passenger service. The high-grade through service represented by new trains constitutes one group. There is, second, the local short-haul service; third, the commutation service; and finally, the special or excursion service. The railways are exerting strong efforts to build up their through services. Commutation business seems to increase whether the railways want it or not. Excursions have not yet been restored to their pre-war popularity. The decreasing short-haul service is where the automobile and motor-bus competition has proved most effective. Naturally, putting on new 'crack' through trains will not save the short-haul business. In fact, the railways are not trying to save it. Some, to be sure, have put on self-propelled motor-cars less with the object in most cases of saving the business than to cut the cost of it. Others have merely cut down the number of trains. One road has been so willing to admit its defeat as to propose taking up a line and substituting motor-busses, altho this line actually lies within a commutation zone.
>
> "The increasing excellence of through service will not necessarily help the railroads to save their short-haul passenger traffic. It will help rather to replace it. The question then is as to whether the public is being properly attracted to the fast schedules and the excellently appointed equipment. Such advertising is a matter of but a few months' standing. The statistics quoted above have been for 1923 and 1924, in one year of which there was little advertising of passenger service, and in the other not a great deal more. Some of the railways have not yet entirely appreciated the value of advertising.
>
> "It is conceivable that the automobile may in some measure bring traffic to the railroads. The automobile has taken people away from their farms and their porches. It has very likely made people want to travel, tho of course Americans have always wanted to do that. Mr. Average Man may use his automobile to go 100, 200 or even 500 miles from home, but the man who drives to the far-distant parts of the country is the exception. In such cases, if he wants to go, he will probably go by rail.
>
> "The railroads by and large have been too ready to admit that they can not compete with the automobile or motor-bus on short-haul traffic. How many of them have actually tried to compete? Is the short-haul passenger-business to disappear from the railways as traffic disappeared on the canals in the early days of railroading? We shall look upon this problem as hopeless of solution only when the railways have really tried to meet motor-vehicle competition, and this we are not ready to believe they have done as yet."

## "PAYING TOO MUCH FOR THE WHISTLE"

RAILROAD WHISTLES use up four tons of water and 1,200 pounds of coal for every hour of continuous operation. Dr. A. L. Foley, professor of physics in Indiana University, who has been investigating whistles recently for one of the railroads, estimates that we spend eight million dollars a year in maintaining this "expensive nuisance." Is a whistle necessary? Yes, perhaps; for the track just ahead; but when the noise "spills over" sideways and spread about all the adjacent country, it is not only useless but annoying. Dr. Foley would move the whistle forward and equip it with a reflector like that used with the headlight, to confine its sound to the region just in front of it; and he would greatly raise the pitch, because the ear is more sensitive to greater frequency of vibration, and the necessary intensity may thus be reduced. In *The Railroad Herald* (Atlanta, Ga.) Victor Green summarizes Dr. Foley's conclusions. He says:

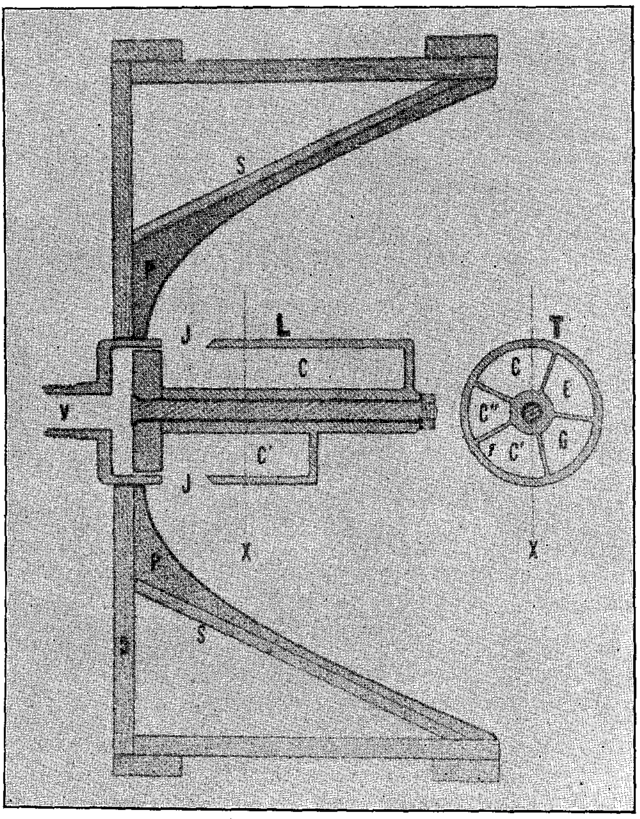
"Dr. Foley's work is the direct outcome of an investigation of the causes of a Pennsylvania Railway wreck at Van Wert, Ohio, in which seventeen school-children were killed. The train, running through a heavy fog, struck a school hack, even tho the whistle had been blown and the hack driver had walked on to the tracks to listen before proceeding into the path of the speeding train.

"The railway company employed Dr. Foley to test the whistle, bell and light of the engine. The locomotive was dismantled and its equipment sent to him at Bloomington, where it was set up and tested under all possible weather conditions. The investigator was not satisfied that atmospheric conditions alone were responsible for the failure of the warning signals to be heard. He set up a locomotive whistle at the Indiana University powerhouse and tested the sound for distances up to five miles.



WHY PEOPLE ON THE TRACK FAIL TO HEAR THE WHISTLE

"The steam-dome, the smokestack and any other equipment which is placed in front of the whistle reflect the sound to right-angles of the track, where it is not only useless but a nuisance."



TO SEND THE WARNING WHERE IT IS NEEDED

Cross-section of whistle-reflector, with inset of end of the so-called "chimes" locomotive whistle, with its several notes represented by the letters C, E, G, C′, C″. That part of the figure which protrudes from the center of the reflector represents the whistle.

"When students and townspeople objected, the professor made arrangements with the Monon Railway for the use of locomotives of that company. The engine was taken to a turntable and a Rayleigh disk for measuring the intensity of the sound was set up several hundred yards down the track. As the locomotive was pivoted, the intensity of the sound of its whistle was ascertained by use of this instrument. The steam-dome, the smokestack and any other equipment which is placed in front of the whistle reflect the sound to right-angles of the track, where it is not only useless but a nuisance, according to Dr. Foley's experiments. Twice as much sound was thrown to the sides as forward. The smoke and hot gases, pouring from the smokestack, also absorbed the sound waves.

"A chimes whistle, the kind used by most locomotive builders, was placed in a parabolic reflector in front of the engine, near the headlight. The reflector directed and intensified the whistle's sound as a megaphone does a speaker's voice. In its new position, the whistle again was tested and a six-fold increase of intensity in front of the engine was noted."

The reflector also proved to be an advantage in preventing the air-pressure caused by a speeding train from blowing the sound to the rear, we are told. When a locomotive is traveling at sixty miles an hour, the pressure cuts the whistle's efficiency by one-third. When the reflector was used, this pressure had no effect. Successful elimination of the shriek caused by the air-current blowing the jet of steam back against the whistle of a speeding locomotive also is promised for the change in the position of the whistle and the adoption of the reflector. To quote further:

"In addition to his other changes, Dr. Foley also would abolish the present musical chimes whistle employed by most railways, in which several notes are sounded at once, and standardize by legislation a whistle several octaves higher. The raising of the pitch of the whistles was advocated after he had ascertained from psychologists that the human ear is more sensitive to the higher frequency of vibration. The resulting reduction in the size of the whistle would mean a great saving in steam, he points out.

"The new pitch should be standardized by law, the physicist declares, and its use for any thing else prohibited. At present, locomotive whistles on different roads, and frequently those on the same road, differ greatly in pitch and quality. When one hears a whistle, he often can not be certain whether it is on a locomotive or at a factory. Consequently no special mental reaction is called forth. If all locomotive and traction car whistles were of one pitch, however, and nothing else could use or near that pitch, the ear soon would grow accustomed to recognizing the sound and instinctively associating it with danger.

"One of the most important results of the experimentation is the discovery that the railroads of this country literally 'pay too much for their whistle.' It required four tons of water and 1,200 pounds of coal hourly to blow the whistle used by Dr. Foley in his work. A train whistle is blowing from one twenty-sixth to one thirty-fifth of its actual running time, as he found by timing trains on three roads. Conservatively estimating 21,000 locomotives in continuous use, and using one forty-fifth as the fraction of running time that a train blows its whistle, he estimates that the nation's railways spent approximately $8,000,000 annually for blowing their warning signals. The improvements which his experiments have shown to be practical would, he thinks, bring about a saving of the railroads' coal bills, and also lessen the danger of accidents."

## DANGER IN ALL INDUSTRIES

THERE IS NO SUCH THING as a non-hazardous industry—this is the conclusion of the National Committee for the Prevention of Blindness, as indicated in a 250-page report describing an extensive study of eye hazards in industrial occupations. The report declares that of the 100,000 blind persons in the United States approximately 15,000 lost their sight in such occupations. In addition, a much larger number of men, women and children have had their vision so impaired by the eye hazards of industry that they are handicapped throughout life. Both of these classes grow larger each year. To quote a press bulletin issued by the Committee:

"There is hardly an industrial occupation in America which does not add each year to the steadily increasing number of the blind and the near-blind. Referring to the experience of one insurance company which in three and a half years settled claims involving 1,049 cases of permanent disability resulting from eye injuries, the report says: 'The loss of 82 eyes in the presumably safe occupations of merchandising, farming, and textile manufacture is further proof of the statement that serious eye accidents are likely to occur wherever men, women and children are employed. There is no such thing as a really non-hazardous occupation.'

"The Committee found that altho from a national point of view the metal manufacturing industries are the source of the greatest number of serious eye injuries, in Pennsylvania the coal-mining industry ranks first as a cause of industrial blindness. In Wisconsin it was found that hand-tools constitute by far the greatest single cause of eye injuries, being responsible for 44 per cent. As an example of the important part that eye injuries play in the whole problem of industrial accidents the report cites the experience of a large ship-building company in whose dispensary 38 per cent. of all injuries treated were eye injuries. More than 4,300 eye cases were treated in the dispensary of this one company in one year.

"The section of the report dealing with the nature and cause of eye injuries closes with the statement: 'Until industry knows exactly where, when, how, and why eye accidents occur it will not be in a position to do justice to the existing opportunities for the elimination of such accidents, much less to develop new means of prevention. The keeping of detailed and accurate records of the nature, causes, and costs of eye injuries on the standard basis developed by the International Association of Industrial Accident Boards and Commissions is, therefore, recommended as the first step in any campaign for the prevention of eye accidents in the individual industrial plant or in an entire industry.'"

**FAMILY PREDISPOSITION TO DISEASE**—Among certain families there is a likelihood that particular organs will be subject to disease, we are told by Drs. Selma Meyer and Erich Burghard of the children's clinic of the Düsseldorf Medical Academy. Their work on scarlet fever raises the wider question of the susceptibility of the human organism to infectious diseases in general, we are told by *The British Medical Journal* (London). Every person is a member of a family, a tribe, and a race. As a result of his inheritance he belongs to a family, and owing to the possession of definite characteristics in common with others he belongs to a group of similarly constituted individuals. We read further:

"By agglutination of the red corpuscles by definite human serums a classification of mankind can be made into four groups, the members of which resemble each other by the possession of this biological feature. This uniformity exists in the case of constitutional anomalies, such as an inferiority of whole groups of tissues, as is exemplified in weakness of the skeletal and connective tissues, and the liability of certain organs to be attacked. A familial predisposition for diseases of certain organs has been rendered probable. The localization of tuberculosis, syphilis, and diphtheria, the peculiarity of the measles eruption, and the nature of the attack in typhoid fever, tend to be similar in members of one family. In diphtheria the familial predisposition is thought to be exemplified by the simultaneous occurrence and equal severity of the attack, particularly as regards the susceptibility of the nervous system and cardiac muscle to the diphtherial toxin. In this disease and in scarlet fever the results of certain tests are usually identical in the parents and children. Hirszfeld and Brokman have recently asserted that susceptibility or immunity to diphtheria is correlated with the particular blood group. Meyer and Burghard have made a careful analysis of the cases of scarlet fever in the Düsseldorf children's clinic during the last five years, and conclude that there is not so much a familial predisposition to the disease as a predisposition among members of the same family for certain organs to be attacked. Many families, it is stated, show a high incidence of complications of scarlet fever, as well as a similar temperature chart."

## PROHIBITION AND THE EATING HABIT

FOOD AND ITS PREPARATION, the popular method of dining, and the inclination on the part of most Americans to regard it as a necessary waste of time, have received attention lately at the hands of various writers in trade magazines. It is contended by some that the taste for the better sort of viands has declined notably in recent years, quite a few attributing this to Prohibition. The Eighteenth Amendment, says *The Southern Hotel Reporter* (Atlanta, Ga.) in an editorial on the subject, has been blamed for so many things that it is quite natural for some to link their belief regarding food with the falling consumption of alcoholic stimulants. It goes on:

"It is hardly fair to assume that because restaurant receipts have decreased since Prohibition the fault lies with the statute. Despite the records of the cash-register it is more reasonable to assume that the volume consumption of food is greater to-day than it was prior to 1919. In many instances, the receipts of the so-called 'fashionable restaurants' were about three-fifths for drinks and two-fifths for more solid refreshment. The pretentious, and sometimes indigestible, offerings of the menu were more eagerly taken than now, because the diner was in a more festive mood and more easily 'sold.'

"From a sound, fundamental business standpoint, Prohibition has had only one decidedly apparent effect upon the hotel and the restaurant industry—it has elevated both. It has exerted a most marked tendency toward increasing the caliber and the efficiency of the people engaged in the business. It has made imperatively necessary the employment of capital and brains if success is to be achieved. The hail-fellow-well-met hotel manager of ten years ago has been supplanted by the keen business executive of to-day. His ability to hold his job is based upon his capacity for hard work, and not the extent of his thirst or his capacity for drink.

"Drinking in hotels and restaurants is still being indulged in, with consequent damage to both. This condition is a sad commentary upon either the efficiency of the authorities charged with the responsibility of enforcing the law, or public contempt for constituted authority. Damage and breakage inflicted in the guest-rooms of all the American hotels, as a result of 'wild parties,' would foot up a staggering total during a period of twelve months. But even in consideration of all of this, it is doubtful if a majority of the present-day hotel interests would favor a return to the 'good old days.'

"Conditions in the hotel and the restaurant business have been revolutionized by the severe test of Prohibition. Both will continue to make money wherever there is a reason for their existence, but success must be predicated upon sound business methods and not the artificial stimulus of the barroom. People will continue to eat, and the establishment that offers the most appealing menus at a cost consistent with market, labor, investment, and other contributing factors, will have no cause to complain."

## ENGINEER'S VIEW OF THE CROSSING FOOL

HOW THE AUTOMOBILE CHANCE-TAKER appears to the engineer who runs him down, is told by a locomotive engineer on the Rock Island Road, Ben Bragdon, in *The Rock Island Magazine* (Chicago). Another engineer's view was given in our issue for August 1. Mr. Bragdon writes:

"I wonder if the position of the engineer is ever given consideration by the automobile driver who madly races to beat the train over the crossing? I say madly, for it is nothing short of madness for any one to take the chances of death to all occupants of a car for the saving of a few seconds that it would take to wait for the train to pass.

"If you were on the river bank, and saw a little child running toward the river, sure to fall in and drown, unless it stopt, and you were powerless to help it, you might realize the position in which the engineer is placed almost daily, and sometimes several times a day, by the automobile drivers who will take chances.

"There is now being conducted in various cities over the country actual tests to show how little time is saved by reckless driving. For given distances competent drivers have speeded and violated all other safety laws and the saving in time over safe driving has been just a few seconds in some cases, and at most only a minute, and you will find the saving at railroad-crossings relatively the same.

"Take the longest and slowest freight-train—say one-half mile long, traveling at the rate of fifteen miles per hour—and it will take but two minutes to pass a given point and a passenger-train will take about ten seconds. Would you bet that much time against a chance of death?

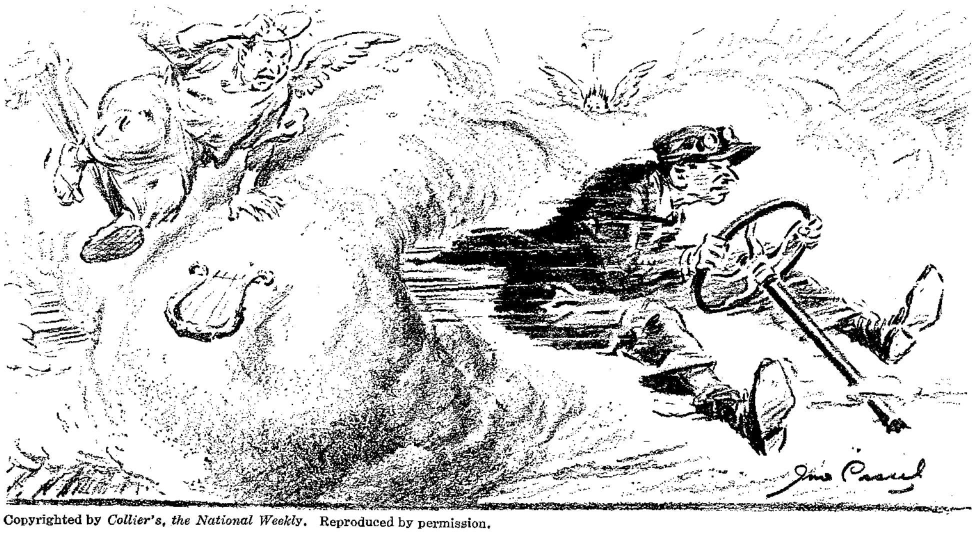
"Is it not a fact that passenger-trains are sometimes mistaken for freight-trains, and that watching a train coming from one direction takes your attention from a train coming in the opposite direction? Some awful accidents have happened in just this way.

"I have seen a man driving a car with his wife and children in it race for the crossing with all their attention on the trains they were trying to beat, and when they get across, smile and wave at the engine crew. They just missed being hit by a train from the other direction.

"There is a distance at which the driver should not attempt to cross ahead of a train with safety, and at that distance the engineer will sound the warning whistle.

"From our experience in watching automobile drivers at railroad crossings we know that most drivers are careful. It is to those who are not careful that we make this appeal, for the engineer is in a position to know the desperate chances you are taking, because he has too often seen the unfortunate results in loss of life and property damage caused by your mistakes, and if he gives you warning after warning with the whistle, please stop.

"The engineer is not trying to scare you, but is making every effort to prevent an accident."



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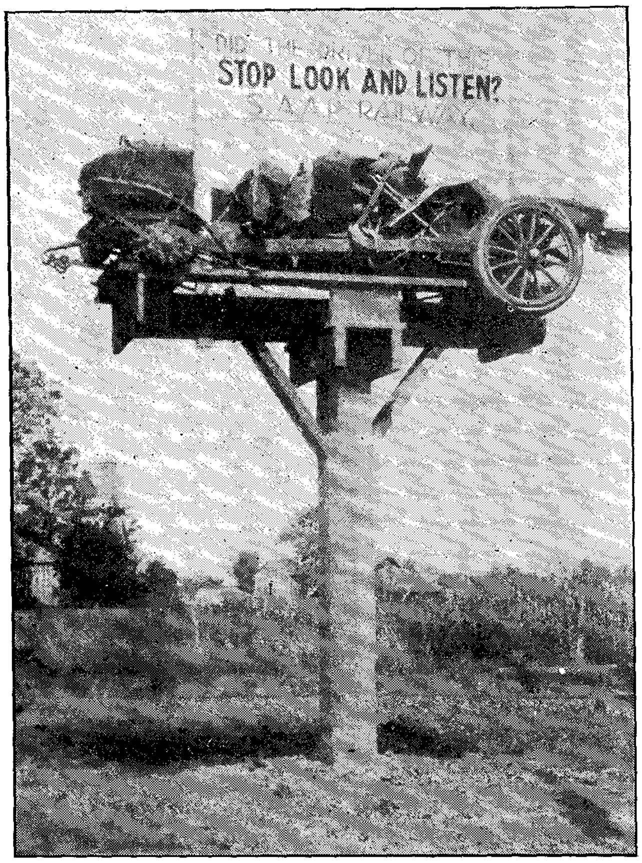
THE RECKLESS DRIVER ARRIVES

—Cassel in *Collier's, the National Weekly.*

## BOLL-WEEVILS MULTIPLYING

IN NORTH CAROLINA, surveys made by field-men and county-agents of the Agricultural Extension Service up to July 30 show that there is a greater infestation of boll-weevils in the cotton crop of that State this year than last. This infestation is heavier in the coastal and eastern counties, and grows progressively less toward the hill country. A press bulletin (Raleigh, N. C.) quotes Prof. Franklin Sherman of the State Division of Entomology, as follows:



A NEW KIND OF CROSSING WARNING

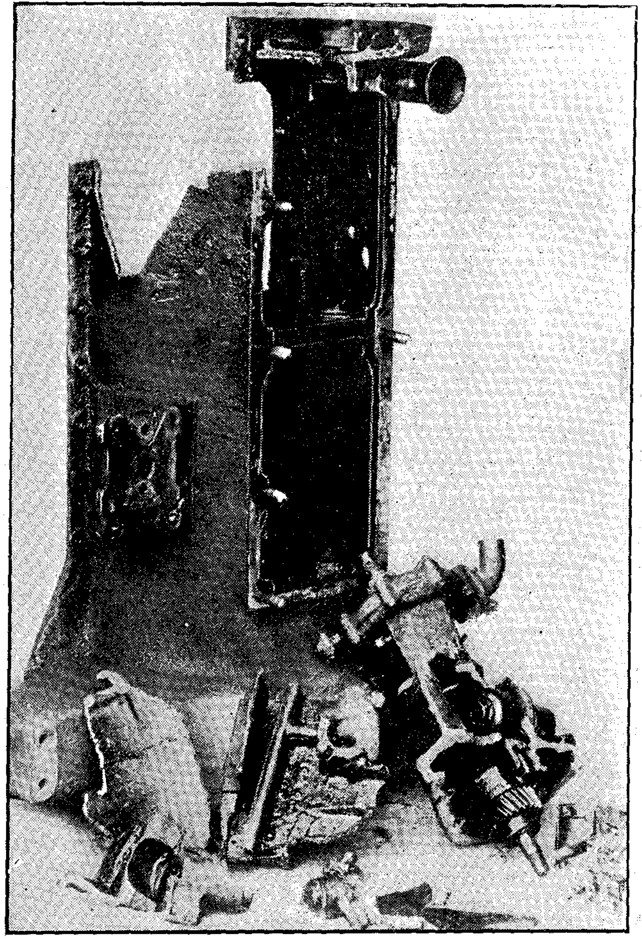
The car that didn't wait.

"The survey also shows a better attitude of mind on the part of the cotton-grower toward using the standard, approved method of fighting the weevil as recommended by the College and Department workers. Cultural methods and conditions have averaged good. More farmers are dusting with calcium arsenate for direct weevil control than ever before in North Carolina. In some parts of eastern Carolina weevil infestation has reached the high point of 25 to 50 per cent. In a number of cases the number of weevils has increased three times during one week, and on nearly every farm studied, at least one field would have an infestation of from 10 to 25 per cent. In the southeastern section, the field-workers found the weevil prevalent in nearly every cotton-field, and stated that dusting is advisable all over this territory. In the Piedmont area, weevil survival from the winter was apparently light, and dusting is needed now only in scattered areas. In the upper Piedmont; toward the outer edge of the cotton-growing area, the infestation is light, and no reports of serious damage."

## UNSMASHING A CRANK-CASE

HOW AN ALUMINUM CRANK-CASE, smashed to bits, was welded together so that it again became serviceable, is told by a writer in *Oxy-Acetylene Tips*, (New York), under the heading "It Couldn't Be Done (?), But It Was." Here is the story:

"Fifteen pieces of cast aluminum, representing all that was left of a motor-truck crank-case, were brought into a job-welding shop for repair. These pieces were of all shapes and sizes, many breaks extending through bearings and connections; in fact, one entire end had been thoroughly wrecked. The welding shop was asked to put it in shape again for use. An idea of the extent of this job can be had from the illustration.



Illustrations by courtesy of *Oxy-Acetylene Tips* (New York)

LITTLE SEEMED TO BE LEFT

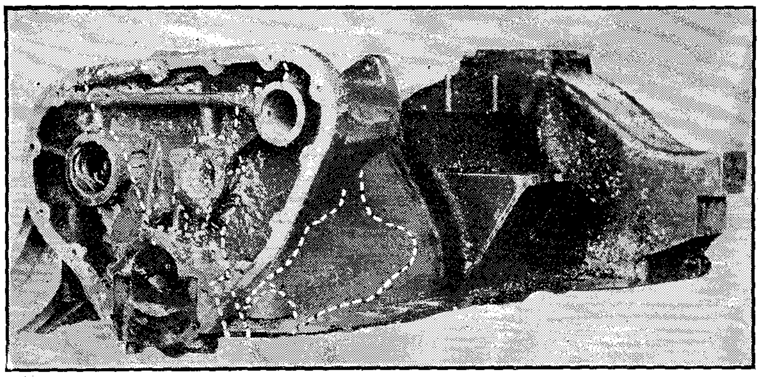
"A visitor to the shop, inspecting the remains, remarked that repair of a piece of equipment in such shape was impossible. He ridiculed the statement that this work could be done, saying that in the first place the pieces could not be welded together so that they would stay in place, and that in the second place, if they could be pasted into some semblance of the original form, the casting would not be straight enough to use, or would break up again as soon as it was put back in service. To support these positive statements, he pointed out the location of the breaks and the very small size of some of the pieces.

"Disregarding these gloomy prophecies, the broken pieces were welded together in sections of three or four, and then these units were assembled into the broken crank-case. The operator's long experience with aluminum welding, together with the size and the location of the breaks, made it unnecessary to preheat. Careful handling and correct allowances for expansion and contraction enabled him to bring the parts into correct alinement, so that when the job was finished, each section was straight and true.

"The finished job is shown in the illustration. The dotted lines show the original location of the breaks. A little filing finished the welds flush with the surface of the casting. Outside, the case looked as strong and as solid as before. Results so far disproved the predictions that the casting could not be repaired by welding and would not line up correctly. There was, however, one prophecy left.

"The welded case was put back on the truck. The truck went back to work hauling gravel, carrying heavy loads on all sorts of grades over good roads and bad.

"That was two years ago. The truck has been in constant use ever since, and the welded crank-case is still in place. Not a single defect has developed in any of the welds, or, for that matter, in any other part of the case. Thus the prophecy that this job could not be done has been thoroughly disproved."



YET IT SAW A LOT MORE ACTIVE SERVICE

## DAYLIGHT EYEGLASSES FOR ARTIFICIAL LIGHT

MANY GREAT INDUSTRIES, notably the textile and the dye industries, find it of importance that their designers and foremen at least should be able to determine the true values of the most delicate shades of color. It is not enough to see that the personnel contains no color-blind persons, tho this is of importance. Unfortunately, during a large part of the year, either because of the short days of the winter or in overcast and gloomy weather, much of the work must be done by artificial light. But it is a well-known fact that many colors undergo a marked alteration when seen by gaslight, lamp-light, or even ordinary electric-light. A well-known instance of this alteration is that a bunch of violets of the most heavenly blue color by daylight become a dark purple seen by artificial light. These phenomena have led to the invention of so-called "daylight lamps" for use in situations where color is an important factor. As a rule, the sources of artificial light are comparatively rich in red and yellow rays, but much poorer in blue and violet rays, than sunlight. The common method, therefore, of producing a daylight lamp is to make use of glass having a bluish tone, which will filter out the excess of red and yellow rays. Such lamps are extremely hard to make and correspondingly expensive, because of technical difficulties in preparing the glass. A Vienna engineer, Dr. Hermann Weisz, has had the brilliant idea of attacking the problem in a new way by making use of "daylight spectacles" instead of daylight lamps. Obviously it is a far simpler matter to prepare glass of the correct kind in dimensions for eyeglasses than those necessary for lamps intended to illuminate a whole room. Dr. Weisz describes his invention in the *Monathschrift fuer Textil-Industrie* (Leipzig), abstracted in *Die Umschau* (Frankfurt). We read:

"In these daylight-glasses the light-filter is confined to the lenses of spectacles, in whose manufacture all the delicate methods common in the grinding of optical glass are employed. In these the delicate determination of the color is attained by a layer of dyestuff very stable under the influence of light.

"A pair of spectacles thus constructed possesses the advantage of being an instrument of the greatest ease in handling, while, furthermore, the method of manufacture makes it possible to attain the greatest possible degree of exactitude. As a source of light a gas-filled electric lamp of 200 watts is employed."

# LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

## WAGNER THIRTY MILES AWAY

WAGNERIANS WHO ARE NOT "PICTURE FANS" will receive a bewildering shock at the "Siegfried" film on view in the Century Theater. Magnificent as the film is on all accounts, it is not "Siegfried" as we have come to know "Siegfried" from Wagner. Also it presents recurrent impressions of "Lohengrin," "Tannhäuser," "Tristan" and "Parsifal." The program, indeed, warns us that the scenario is derived from the Nibelungen Sagas, where Wagner himself went for his materials, and not from Wagner's "Ring"; but Wagner, as we see, brought back something quite different from what Frau Thea von Harbou, the compiler of this scenario, found in the originals. The film, as the New York *Sun* points out, is another example of the tyranny of the picture screen over every work of art, no matter how exalted, in reducing a classic to a picturized version. *The Sun*, in its vehemence of feeling, transfers its comments to the editorial page. "Every effort possible," it says, "was made to establish the fact that 'Siegfried' was not to be confused with other motion-pictures in the degree of its importance." Yet—

THE LOVERS

*Kriemhild* and *Siegfried* in a rose bower, more suggestive of the second act of "Tristan and Isolde" than of the story of "The Ring." *Kriemhild* is called "a watery edition of *Elsa* from "Lohengrin."

"It soon became evident that in a most important detail it was just like every screen version of a dramatic, literary or musical classic. They are always reduced to the intellectual lowest common denominator of the motion-pictures.

"Deterioration is not material but intellectual. Technically the German film was rich in the beauties, superior photographic values and artistic posing of tableaux supply. The scenario was attributed to Thea von Harbou, who is evidently like every other designer of the film. To make the story acceptable to the least discriminating spectator, and appealing to the most sentimental addict of the motion-pictures, 'Siegfried' has been slaughtered for the usual cinema holiday. There is enough in the story of the scherzo of the Trilogy of the Nibelungen, as it has been called, to make an evening of interest and beauty. The scenario writer, however, has set out to improve on Wagner by making the action more dramatic.

"So we find *Wotan* omitted, and *Gunther*, who does not appear in 'Siegfried' at all, is equipped with one sightless eye and made to figure as the god when needed. The rest of the time he takes on the characteristics of *Gunther* in 'Götterdämmerung.' The favorite daughter of the god *Wotan* is transformed into a vamp of the kind that has even been expelled from the small-town nickelodeons and is won by *Siegfried* for *Gunther*, not for himself, just as she is in 'Götterdämmerung' by *Siegfried* when under the influence of the intoxicating draft. Again, he uses the tarn helm to overcome *Brünnhilde*, who instead of being the beautifully heroic maiden, half human, half goddess, of the opera, is an unsexed termagant.

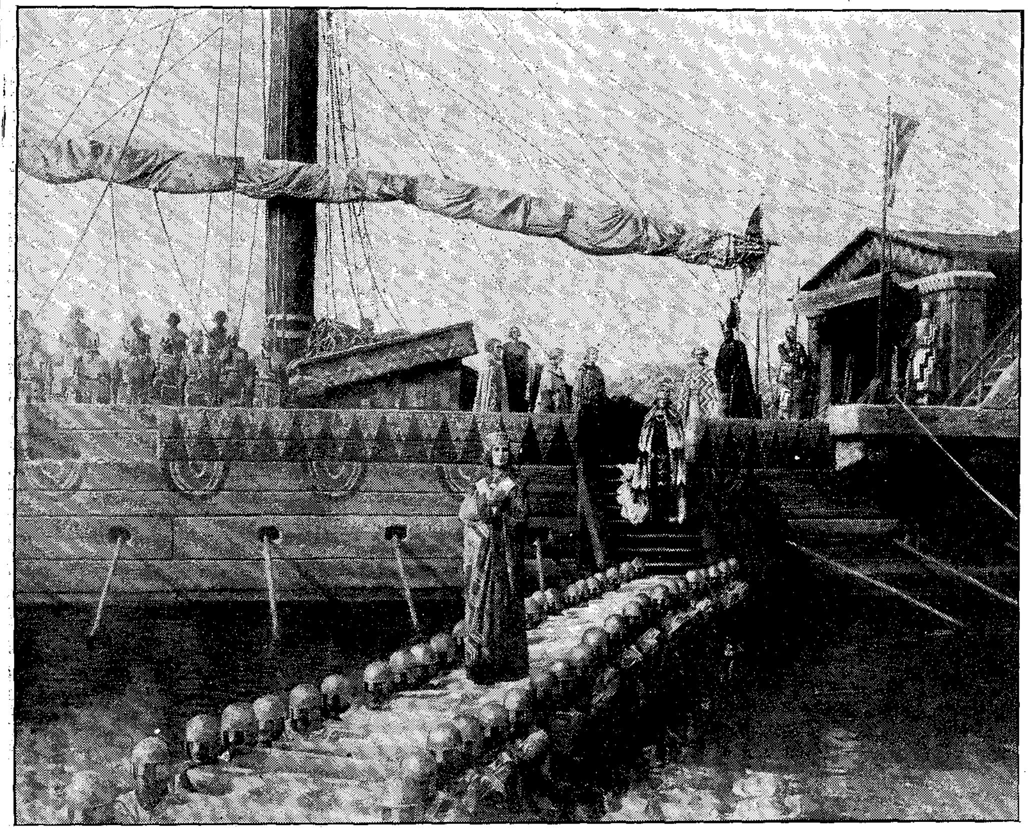
"It is given to *Siegfried* to marry a watery edition of *Elsa* from 'Lohengrin,' who has as much right in 'Siegfried' as she would have in 'Mother Goose.' Then *Brünnhilde* is transformed into *Ortrud* and disputes the right of *Elsa*, who is described as a Burgundian princess, to enter the church before she does. Eventually *Siegfried* meets his death because *Brünnhilde* resents his treatment of her, and she vows never to receive *Gunther* until he has avenged the insult to her by killing the fearless hero. Such is the motion-picture; Wagner, like the famous warrior, is at least thirty miles away.

"Don't ask why such changes are made. They record the way of the motion-picture, and the motion-picture is incorrigible."

A more detailed account of the plot was given in our issue of May 3, 1924, when the film, which is from the German "Ufa" studios, was first disclosed to its European audiences. At that time the Manchester *Guardian* took an opposite view from *The Sun*, based largely on its belief that this was "the first film to definitely challenge the supremacy of the older arts." It goes on in these enthusiastic terms:

"'Siegfried' demands a serious viewing and a rigid criticism because, for a rare once, the cinema has shown itself strong enough to bear them. Other films have played with the materials of literature and music. We have had our picturized novels and our poetry 'adapted' to the screen. But in 'Siegfried,' for the first time, the matter and the manner, both, have brought the cinema face to face with the acknowledged arts, stirring up thoughts of master musicians and the master poets, and expressing at the same time a very definite creed for the new art, this art of pictorial movement, of which 'Siegfried' is a pioneer.

"If Fritz Lang, when he brought 'Siegfried' to the screen, had taken the obvious course, and followed the Wagner story, he would doubtless have made a more popular film, but he would never have produced a serious challenge to the other arts. If, on the other hand, he had followed the straightforward, narrative manner of the medieval poets, he would have told a good story well, for Lang is a born story-teller, but furthered not a whit the cause of his art. By closely examining his raw materials, actors, camera, brush, and lighting, he hit upon the particular 'Siegfried' story which they could most completely tell, and combined them in such a way as to tell it with a new and striking individuality.



AN ASTONISHING BIT OF PHOTO-DRAMA

*Brünnehilde*, Queen of Iceland, lands on the Burgundian shores and walks on a pier of shields upheld by warriors.

He evolved a 'dream' technic of emerging, kaleidoscopic shapes and quicksilver lines that leaves mere words clumsy and music dull. In his 'Siegfried' the screen has been used for a vivid expression of something that only the screen can vividly express. The matter and manner are one.

"Wagner's 'Siegfried' is purely an operatic subject; only the layers and depths of music can satisfy it. Passion and romance call out for a musical expression. Lang's 'Siegfried' goes beyond Wagner to the medieval lay of 'The Nibelungs'—a stark and primitive story, never enriched or adorned, yet, for all that, rather of the eye than of the ear. It moves forward in single, impassionate lines to the end.

"It is a simple treatment of an epic subject, in which the fact that it is a film epic has never been forgotten. Everything has been directed to speak to the eye, and it speaks all the more clearly, because it speaks simply. The movement of the players is direct and beautiful, individuals and masses alike moving as part of the whole composition. There is no irrelevant detail to distract the eye. Colors are massed blacks and massed whites, each with their pictorial and their symbolic meaning. Emotions are dignified, and exprest in real beauty of line, the characters are vaster than human."

The true Wagnerite finds another bewilderment in the accompanying music played at the Century. Here Wagner is drawn upon, and the conductor, Mr. Zuro, whose views are given in *Musical America*, is enthusiastic over the fusion obtained, even tho he was forced to go outside Wagner's "Siegfried" for some of his music. Mr. Zuro's confidence is engaging:

"If Wagner were alive to-day, I know he would be the first to approve of our 'Siegfried.' He dreamed in his day of a music-drama which would recapture the epic quality of the Nibelungen story visually as well as musically. In the latter respect he, of course, succeeded. Dramatically, however, he met with one technical obstacle after another, inevitable considering the scenic and histrionic demands of his librettos. The ordinary stage, with its limitations of space and equipment, can not create the illusion Wagner desired. And the conventional divisions between the acts and the necessary ellipses of detail destroy the unbroken line of which Wagner also dreamed.

"The motion-pictures, on the other hand, not only are capable of producing any scenic effect, no matter on how heroic a scale, but they possess a continuity of action which parallels the fluidity of the Wagnerian score. The audience need make no allowances, as they must even at Bayreuth or the Metropolitan. They need accept no stage conventions. The gods and demigods of the 'movies' are no longer obese sopranos and angular German tenors, but actors and actresses whose performances match in dramatic significance the musical heights of Wagner's music.

"Incidentally, the film should do much to familiarize the general public with the Wagnerian music. Tho to music-lovers Wagner has long since ceased to be caviar, the average individual attending the motion-pictures knows little or nothing of his music, excepting perhaps the 'Lohengrin' Wedding March. After seeing 'Siegfried' many people will go away stirred to such an extent that they will attend the next all-Wagner program at Carnegie Hall or, perhaps, even the opera. Tho the latter may be, visually, a sad shock to the uninitiated whose first impression of the 'Ring' had been through the medium of the screen."

*Musical America*, speaking for itself, does not seem to rejoice over this invasion of music's domain:

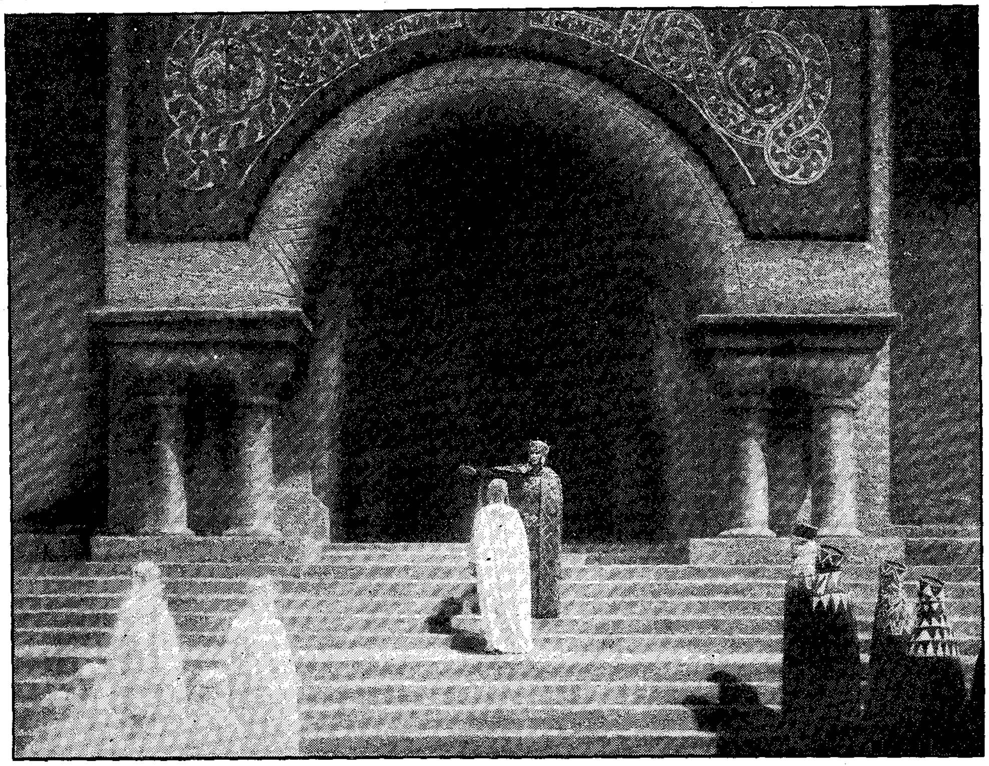
"The film as an entertainment is impressive. It is in no sense an adaptation of Wagner's librettos; and, were the names changed, would have little to do with the Nibelungen Trilogy. Indeed, it has been said that the intention of the writer of the scenario was to make an active protest against Wagner's misuse of the early Nordic myths.

"The story, of course, deals with the lusty youth, *Siegfried*, and his winning to wife, not *Brünnhilde*, but *Kriemhild*, sister of *Gunther*, King of Burgundy. *Brünnhilde* is the Queen of Iceland and not a Valkyrie at all, and *Siegfried* is the son of King Siegmund, born, so far as is indicated, in wedlock and not the son of a brother and sister, as in Wagner's libretto. He is apprenticed to *Mime*, a smith, and not a foster-child of the dwarf. Indeed, only our old friend *Fafner* and the *Wood-bird*, both of whom are among the best actors in the piece, are as we are accustomed to have them on the operatic stage.

"The picturization in some spots is superb. The dragon, for instance, is magnificent and both the 'still' of *Siegfried* and his twelve king-vassals, waiting on the drawbridge for admittance to *Gunther's* castle, and that of *Brünnhilde* landing from *Gunther's* ship by walking along a bridge of shields held upon the shoulders of warriors breast-deep in the water, brought forth spontaneous bursts of applause.

"The casting and for most part, the acting, is indifferent. *Siegfried* has a passionate head of golden hair; but he is unimpressive muscularly, which is all the worse because he is naked to the waist a great part of the time. Also, in the close-ups, his expression is by no means boyish and not always attractive. The remainder of the cast is adequate.

"Some of the settings are impressive, tho too lavish. For instance, it is improbable that there was, or could have been anywhere in medieval times, such an expanse of stairs (how Fokine would have loved to do a ballet down them!) as those leading up to the Cathedral which, itself, by the way, was an absurd little place consisting apparently of an altar with too many candles, and a rose window behind, altho if memory serves, rose windows dedicated to the Virgin Mary are seldom if ever put in chancels of medieval cathedrals. Just what justification there is in mixing up nuptial masses with censers, holy water and archbishops in copes, with tarnhelms, dragons and birds, who give advice to mortals, only those familiar with the Eddas can tell, but the jumbling together of Christianity and Paganism is bewildering."



NOT "LOHENGRIN' BUT "SIEGFRIED"

*Brünnehilde*, now Queen of Burgundy, refuses to let *Kriemhild*, the wife of a vassal, precede her into church. An episode similar to one in "Lohengrin."

The director, Fritz Lang, is thus quoted in the New York *Times:*

"It was not my intention to compete with the great superproductions of American origin. I would consider it a blunder to offer things that could be better done in their own country. I have endeavored to give them what they do not possess. That which they can not imitate because it is unique and individual. With 'Siegfried' I have dared the experiment, and I hope it will meet with success, not only for the benefit of the production, not only for the sake of all of us who have joined hands in the production and have learned to love it with all our hearts, but, above all, for the sake of recognition abroad of the great art of which the song of the Nibelungen is one of the most noble roots."

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**KRIEMHILD'S REVENGE**—The sequel to the above photo-story has just come to England out of Germany, and we may expect it here in due course. To *The Daily Express* (London), it amounted to Germany starting the war all over again. Here is its account:

"The Siegfriedian saga is Germany's greatest national legend. It is a story of stark horror and unmitigated gloom, a riot of murder and hate, and to the outsider it seems to be one long nightmare, tho he may be willing to admit that, as a nightmare, it is in the 'kolossal' class.

"The first portion ended with the murder of *Siegfried* by *Hagen*, *Kriemhild's* uncle, and the second portion is concerned with the efforts of *Kriemhild* to avenge her husband.

"She marries *Attila* the Hun, whose make-up and general appearance suggest that he was the original Widow Twankey. This is said without any intentional disrespect to *Attila*, who is shown as an excellent family man, careful with the baby, and anxious only for the quiet life which *Kriemhild* denies him.

"She invites all her relatives, including *Hagen*, to visit *Attila*, and then proceeds to 'set about them,' scene on scene of massacre, ending with a frightful conflagration, during which all the guests are killed but *Hagen*.

"He, impenitent to the last, is slain by *Kriemhild*, who then, according to a subtitle, 'flickers out like an oilless lamp,' an example likely to be followed by the average picture-goer.

"'The She-Devil,' as the English translation of the film is called with supreme unfitness, seems to be just grotesque nonsense, but it is most impressive nonsense, Grimm at his worst, and the absolute embodiment of the spirit of frightfulness.

"The settings are masterpieces of goblinesque grandeur, and the imaginative resource of the producer, Mr. Fritz Lang, is simply wonderful, notably so in a scene in which a tree in bloom, signifying the love-affair of *Kriemhild* and *Siegfried*, changes slowly into a grinning death's-head, typifying *Kriemhild's* vendetta.

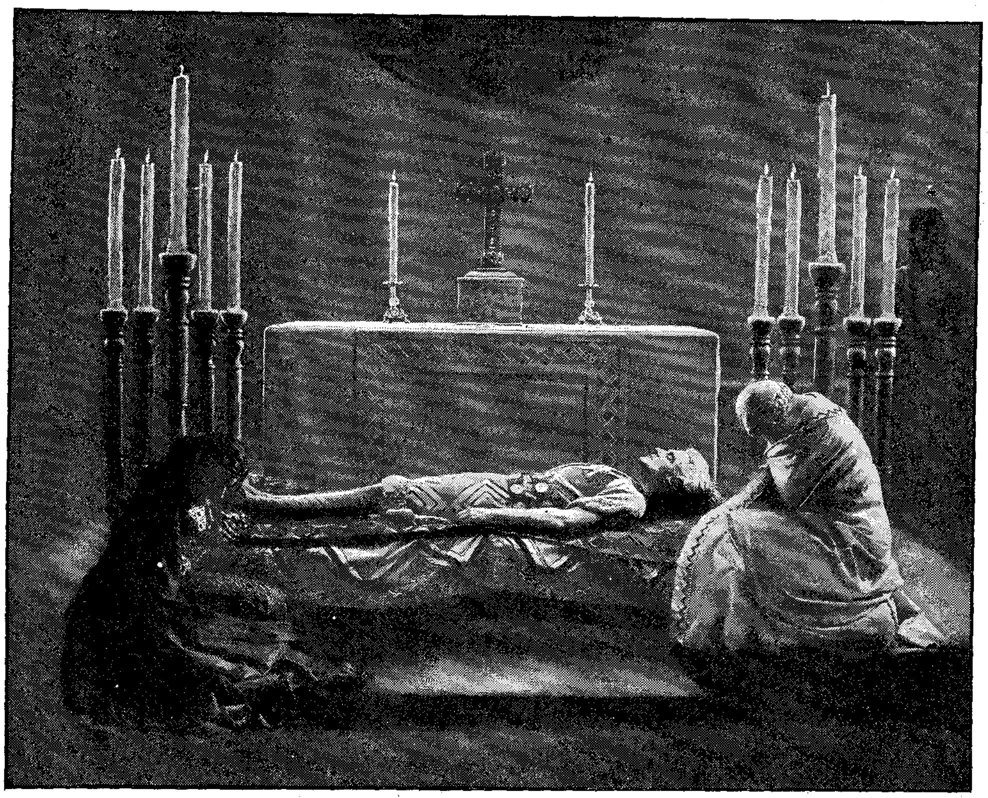
"The whole thing seems to be incredibly alien to British eyes, unless it was the producer's intention to emphasize Mr. Weller's famous advice about widows."

## "THE CITY OF DREADFUL HEIGHT"

"AH, IT'S NOT THE PLACE—it's the people!" So said a "distinguished but irritable English author" who went out for his first walk in New York. A distinguished but amiable Scot—so we take it—gives the author almost the lie direct. "It is distinctly the place in New York," he declares; "you are hardly conscious of people among your first impressions, so shattering, new and brilliant are the sights your eyes behold. It is only afterwards that you become aware of the New Yorkers." New York has rarely had so keen and sympathetic a visitor. His observations, signed "J. B.," appear in the Manchester *Guardian* accompanying drawings by Muirhead Bone, the famous etcher, and the sameness of the last initial creates a suspicion of some one related. At any rate, the writer here first deals with the impression of his irritable Englishman:

"No one can be 'life-size' against the sky-scrapers. At the base of these giants you see an undergrowth of buildings six or seven stories high, which look like bracken round a tree. The actual trees themselves look like parsley; in Battery Park, beside the new sky-scrapers, like parsley trimmings to galantines on end. It takes time before your mind recovers from the turmoil of sight and sound that assails it. The scale is terrific. Some of the foundations of new monsters go down a hundred feet, yet the builders have their own way of blasting the rock in sections, with an exactitude of charge and heavy muffling by nets that allow their quarrying to go on without wrecking the neighborhood. Such buildings as the Pennsylvania Hotel have a population of 10,000 persons. The fast lift in the Woolworth Building takes a whole minute to reach the top of its sixty-odd stories. When you are at the top and look down on the little wharves with the little *Mauretania* and *Majestic* neatly tucked in their little slit of water you feel like Gulliver stooping down to take the Lilliputian fleet in tow. There ought to be a course of training for European tourists visiting New York besides the ordinary course of neck drill for seeing sky-scrapers which the captain of the *Tuscania* has instituted. The fact is that for the first day or two your eyes and your mind are at war, and you are constantly feeling that it is all a hallucination. You are the man seeing the giraffe for the first time, muttering now and then that you simply don't believe it.

"If incredible by day, it seems preposterous at night. The electric lift made the sky-scraper a fact, and electric light made it a fairy. Silver and golden temples, shrines and statues, appear high up in the heavens, with only a glimmer on a pilaster edge to tether them to the earth. One structure has a strange texture like a gilded iceberg that has floated out of a cloud. Then there are dazzling, soaring shafts and spires of light, and giant steps of light that scale the skies. Staring at these aerial wonders you bump into citizens, who rebuke you in accents that indicate the world basis of race from which these wonders come. You turn out of a dark street and find yourself before an enormous face, with a hand and tooth-brush cleaning its teeth, and behind it a giant in a motor-car smoking a cigaret, and farther away four giant gnomes in a reindeer carriage, all drawn in moving light against dark buildings, and lights jiggling back and forward and up and down in lines and blots and masses. 'The Great White Way' makes Piccadilly Circus a cough to a thunder-storm."



FAR FROM THE PAGAN RITES OVER *SIEGFRIED*

*Brünnehilde*, after accomplishing the death of *Siegfried*, dies at his feet of a self-inflicted dagger-thrust, while *Kriemhild* mourns at his head. He lies before a Burgundian altar.

Discriminating people had never told him, so the writer complains, that New York had so much beauty. And he does particular justice to the new styles of architecture that are appearing among us:

"The famous silhouette of New York did not impress me (possibly because I saw it first in a Scotch mist) so much as some individual buildings, notably the Shelton Hotel, and the gay, delicate handsomeness of Park Avenue and Lexington Avenue, with their charming brickwork. The newer the buildings the better in this happy city. Their brownstone mansions of last century are uglier than Belgravia, and their replica period, of which the Vanderbilt mansion is a straggler, is very dull. But the hotels and apartment-houses in which prosperous New Yorkers live are pleasant edifices that create a real architectural effect. The combinations of marble or Indiana stone and brick are usually simple and effective. The American architects seem to have given themselves to the study of brick with characteristic closeness and intelligence, and everywhere one came on new signs of their mastery of the subject. Owing to the millions of bricks required for these vast buildings the architects and brick-makers find it economically possible to cooperate to produce particular kinds of bricks, and as the bricks have no structural office in these steel-framed cages all sorts of devices can be used to give variety and quality to the surface: passages of slightly projecting bricks, bricks with the joints scraped out at the front leaving the brick edge open, and other devices for an enrichment by shadow of the huge brick surface. In many of the new buildings the influence seems to be Bologna, particularly in the intersecting arches forming a cornice and the use of projecting bricks. The addition of gargoyles, cartouches, and other separate enrichments high up on the face of the building are usually in perfect scale, suggesting careful experiment with models.

"The brick varies in color from an unsuccessful lemon white to deep red, with some particularly fine oatmeal tints in the later buildings that take the sunlight with a radiant sweetness. One had the ridiculous fancy about the Americans that after a generation of breakfast-food eaters the oats were now coming out in their architecture. In the clear, gay atmosphere of Manhattan these oatmeal palaces are delightful, even lovely at times, as they take the glow. (Why should our own new Regent Street not have been of brick?)"

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FOURTEEN SCHOOL POINTS FOR PARENTS—A help for children in starting the new school year right is issued by the United Parents Association of Greater New York Schools. It consists of fourteen suggestions to parents that are made public through the New York *Times*, and may be useful in an even wider field. Preceding the suggestions is a note to parents:

"'Many of the difficulties which beset children could be avoided if their parents understood the schools better and realized how much their cooperation helps,' the associations say. The suggestions follow:

"Arrange the breakfast and lunch hours so that there is no rushing at home or at school.

"Encourage punctuality and regular attendance, not permitting trifles to interfere.

"See that the children are drest simply, neatly, modestly, and suitably, in accordance with the weather.

"Insist upon children under fourteen having at least ten hours sleep.

"Find out how much time should be devoted to home work, and see that it is faithfully done.

"Provide a quiet place for home study, with good light and ventilation. Prevent interruptions as far as possible.

"Show an interest in the children's school work, athletics and other activities.

"Visit the classroom during Open School Week, and at other times, for a better understanding.

"Do not criticize the teachers or school at all within the children's hearing. Always hear both sides of every question and ask the teacher about it.

"Instil in the children habits of obedience and respect for authority.

"Picture the school as a happy, desirable place rather than as one children should dread.

"Keep in mind that the school offers unlimited opportunities to those who take advantage of them, parents as well as pupils.

"Plan to meet other parents in the school. It will help you understand your children better. Mothers should arouse the interest of fathers in the school activities and get their cooperation.

"If there is a parents' association in your children's school, join it. If there is none, why not form one? Intelligent cooperation brings splendid results to all."

# RELIGION AND SOCIAL SERVICE

## DENOMINATIONALISM OR REUNION?

THE DEMISE OF DENOMINATIONALISM is neither impending nor desirable, according to an unconventional view, which holds that denominationalism is the necessary expression of fundamental differences in the human mind, and is inevitable. On the other hand, a conventional observer takes the Protestant family reunions already established as a forecast of the future, and even dares to hope that in a far-off day the whole of Christendom may become one. Most declarations by religious leaders and journals have held up the idea of Christian reunion as a consummation devoutly to be desired, and it is, therefore, a somewhat new and contentious note which *The Baptist* strikes in arguing for the necessity and inevitability of the denominations. While it holds that bigoted sectarianism and competition are dying out, and that interdenominational fellowship is increasing, it is as firmly convinced that denominational loyalties are still intense. "Most of the denominations report a rising tide of life." But *The Baptist* admits that these statements are challenged, and says that critics of the churches within and without predict the end as in sight. *The Baptist* gives, therefore, what it believes to be the facts in the case:

> "Consider the testimony of history. Records of the remotest ages show group alinement for religious culture and expression. All major religions abound in sects, types and a great variety of organization within the main body. And as for Christendom—it has been divided into such groups from the very beginning. It could not be otherwise. Oriental, Coptic, Greek, Orthodox, Roman Catholic, high church bodies as Lutheran, Anglican and Reformed, and the group of free, evangelical and mission bodies of the later centuries are unescapable expressions of the Christian life. Christianity developing in different ages, among different ethnic groups with varying culture, has reflected its environment. Combinations unconsciously formed develop into denominations. The stress and storm of the centuries would have destroyed weaker or individualistic agencies. The denomination is inevitable in one form or another and has always been here."

### SOLACE

By Una Hunt

BEAUTY too poignant to be borne
  In the first crushed agony of grief:
Sunsets, moonlight, the ecstasy of dawn.
Yet healing steals from sun-sweet grass,
Kind rain, the sheen of leaves,
Until there stirs a shimmer of hope,
A tremor of new life;
And on some sea-blue day, gull flecked,
God the Inexorable is a rush of gladness
    on white wings,
A triumph of fair clouds glory crowned,
Immortal Faith!
Beauty, love, happiness for the first time
    understood.

—*The Churchman* (*New York*).

Then there is the need of the denominations. They are, we are told, demanded by the precedents of all time:

> "The stream of the ages can not be violently turned aside or stopt by modern makeshift. The age-old habit of men to form voluntary associations persists. And modern man is more afraid than ever of standardized or State religion. He still cleaves to the denominational support that aided his fathers. The Inter-Church World Movement was an eloquent and tragic testimony that there is no 'Class B' composed of large-hearted Christians without denominational affiliations. The people in America who are doing things for humanity in any big way are still pretty much found in the denominational fellowships. The American people view with alarm any attempt to centralize authority and power in the national Government. The best devised form of political activity yet discovered is through party alinement. Each party keeps a watchful check on the other. Methodism has been trying for years to get its divergent groups into one fold with only partial success. The desire to scrap denominational life and bring in some ill-defined hazy sort of church union makes quite a noise at times, but it does not get very far.
>
> "The denominations are not dying because some groups unite, as in Canada recently. There three denominations have become one. But there were enough protesting churches in the Presbyterian group who refused to join the merger to maintain a Presbyterian denomination. The past is eloquent in its testimony that those who start out to cure the ills of divided Christendom, as did the forbears of our Disciple brethren, do but add a new sect to those already existing. And in a few years that denomination was divided. The comeouters of yesterday are the denominations of to-day. The separating groups of to-day will be denominations to-morrow, as illustrated by the Nazarene movement or the Salvation Army. The process goes on all about us. It is the way life works."

It is the conviction of *The Baptist*, in short, "that God will do his work in this world for ages to come through the denominations. Sane cooperation will increase where no compromises are demanded. The bigoted and static types will finally atrophy and fall off."

A quite opposite view is maintained by J. K. Unsworth, who discerns a significant sign in the Protestant family reunions which have already taken place, notes that "the wind is setting fair from Canterbury to Constantinople, but not from Constantinople to Rome," and even traces a hopeful, if shadowy, tendency in the "conversations" at Malines, Belgium, between Anglo-Catholics and Roman Catholics. In an article in *The New Outlook*, (Toronto), organ of the United Church of Canada, Mr. Unsworth begins his survey with the family reunions, and notes:

> "The three branches of English Methodism, Primitive, United, Wesleyan, by action of their recent Conferences are committed to unification. A minority of over one-third in the Wesleyan Conference lends color to the forecast that a proportion of Wesleyans will join the Church of England, the ritual of which Wesleyanism much resembles. In Scotland the Assemblies of the Established Church and the United Free Church have agreed upon an enabling bill which will be sent down to the Presbyteries under the Barrier Act. These brothers, disrupted eighty years ago, are almost clasping hands. In the United States, the Methodist Episcopal Churches, the North and the South, which fell apart on the question of slave-owning some twenty years before the Civil War, are this year taking preliminary votes on reunion. The North is favorable, but the voting to date shows the South to be reluctant.
>
> "In the experiment of coalescing denominations historically distinct we find four United Churches, one in China, two in India, and our own in Canada. Negotiations between the Congregationalists, Methodists and Presbyterians of Australia are suspended on account of an adverse vote in the Presbyterian Assemblies, the basis having been thrown out in Western Australia, South Australia, and, above all, in Victoria, while in New South Wales it was carried only by a small majority."

Turning his attention to the Anglican, Eastern and Roman Churches, Mr. Unsworth notes first the rapprochement between the Church of England and the Eastern Church, under which the validity of orders is mutually accorded. Dignitaries of both churches have fraternized and participated together in services, and on one occasion "the communion was dispensed to Orthodox communicants according to the Eastern rite within an Anglican cathedral while a like service according to the English rite was taking place in another part of the edifice." Further:

> "At the Anglo-Catholic Congress in July the Metropolitan Evlogie endorsed the declaration of Metropolitan Antony that he would receive Anglican priests into Greek orders on the Anglican orders, and forecast the restoration of the Church in Russia and the subsequent reception in Moscow of the Archbishop of Canterbury and associated English representatives by the Russian Christians and thus 'the solemn ceremony of reunion will be accomplished.'
>
> "Between the Eastern and the Roman or Western Church there is as yet no love displayed. Tho the two Churches are so much alike in their creed, polity and cultus, they have been irreconcilable rivals ever since the days of Patriarch Photius of Constantinople and Pope Nicolas I of Rome, when the latter excommunicated the former in 879 A.D. Rome's claim of supremacy, of papal infallibility and other deliverances of the Western Councils have kept wide the breach. An attempt last year on the part of certain Roman Catholic dignitaries to hold a conference with representatives of some of the Balkan Eastern Churches proved abortive. The latter were shy."

The much-talked of possibility of a mutual understanding between the Roman Catholic Church and the Anglo-Catholics also seems to be at the far end of the vista of time. The Malines "conversations" have not resulted in any definite step. The position of the Anglo-Catholics in general, says Mr. Unsworth, is that of Bishop Gore and Sidney Dark, editor of *The Church Times*, "who would be glad to fraternize with Rome on the basis of its being a sister Church and its bishops brothers episcopal, but who earnestly deny the supremacy of the Pope and the Vatican's consequent dogma of papal infallibility." Until Rome changes, then, concludes the writer, "she must be counted out of any scheme of fraternal unity." However, there has been a great step forward in the attitude of the Church of England toward the Free Churches of England.

The Anglicans have recognized the validity of the ministry of the Free Churches and some at least of the Free Churchmen might accept an episcopate which was "a mode of administration and not rooted in a theory of grace by factual succession." But there has been no agreement over ordination, and the policy of the Church of England seems to be to hold together her own diverse people. The greatest breach of all which the writer finds is that between the Evangelicals and the Sacramentarians, the latter including all Catholics. Yet, concludes Mr. Unsworth, "if one may venture an opinion on such a great subject a gradual alinement is on the way, its course perhaps sluggish, perhaps rapid, with the Evangelicals on the one side and the Sacramentarians on the other. The final union of these two, as some far-off divine event, may it not come by a mighty miracle of grace, and we find ourselves one?"

## THE LAWSON BEQUESTS TO CHARITY

TAKING RANK with those other rich Americans who have given back to society, in the form of benevolent trusts, the greater part of their life's earnings, Victor F. Lawson, owner and publisher of the Chicago *Daily News*, bequeaths three-fourths of his estate to charity. The largest gift ever bestowed on a religious society by one man in the United States, it is estimated, is his bequest of $1,300,000 and of one-fourth of his residuary estate to the Chicago Congregational Missionary and Church Extension Society. Thirty-eight years ago Mr. Lawson gave to this society $25—his first gift to it. He gradually increased his annual gifts, says Dr. J. R. Nichols, Superintendent of the society, until of late years he gave $1,000 a year—a total of $63,795 while he was still living. His specific bequests amount to $4,775,000, of which $2,505,000 goes to various benevolences. More than this, he directed that his newspaper, which is one of the great money-makers in the United States, be continued as it was operated under his direct supervision, and that about three-fourths of its earnings be devoted to benevolent purposes. Mr. Lawson was a great publisher, and it is perhaps natural that his fellow-editors in the great realm of newspaperdom should pay him tribute. But, as some of them point out, Mr. Lawson was more than a great publisher, more than a remarkably successful newspaper man. "He was even a bigger man than the newspapers made him out to be," says the Charleston *Observer*. But "it often happens that a man has to die before the public can make proper appraisal of his character." Some estimate of him is attempted by the Columbus *Ohio State Journal:*

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HE BEQUEATHS A NEWSPAPER TO CHARITY

Victor F. Lawson, late owner and publisher of the Chicago *Daily News*, who left three-fourths of his estate to carry on his philanthropies.

> "By nature he was friendly and appreciative. That caused him to remember those whose services in his employ had been notable and important. He was deeply religious throughout his entire life, and religious institutions were handsomely remembered in the will. He was interested in the public, particularly interested in the welfare of children, and that interest was shown in the bequests made. He was a great believer in fair dealing. His will provides the estate shall meet all taxes for inheritance, legacies and otherwise, so the beneficiaries may have the exact sums he mentioned for them. He lived an unusual life, wonderfully successful in business, generous, public-spirited and loyal to his home city, at all times a modest and quiet citizen, seeking no distinctions save those won in service to his day and generation. His will is a great memorial of the man, much like him."

He displayed the same judgment in giving away his millions that he showed in creating them, says the St. Louis *Star*. "Charity, education, religion, friendship and faithful service were the elements he remembers, while there are sufficient bequests to relatives to demonstrate that family ties are not forgotten." Among the numerous societies and organizations remembered by Mr. Lawson are the Y. M. C. A., Y. W. C. A., the Children's Memorial Hospital of Chicago, the Chicago Commons and the Chicago Theological Seminary (Congregational), with $100,000 each; the American Board of Commissioners for Foreign Missions, the Chicago Nursery and Half Orphan Asylum, $50,000 each; the American Bible Society, $10,000; the American Sunday School Union, $10,000, and Berea College, of Berea, Kentucky, Wheaton College, of Wheaton Illinois, and Yankton College, Yankton, South Dakota, which receive $25,000 each. Music and art are also remembered in the will, $100,000 going to the Art Institute of Chicago, and a like amount to the Chicago Orchestral Association. Three-fourths of the residuary estate goes to the Chicago Congregational Missionary and Extension Society, the Chicago Theological Seminary, and the Y. M. C. A. of Chicago. Relatives, friends, associates and servants are also appropriately remembered in Mr. Lawson's will. The Illinois Merchants Trust Company is made executor and trustee of the estate, with full power of management of all properties, and John J. Mitchell, president of the company, announces that Mr. Lawson's policies will continue to characterize the conduct of *The Daily News*. "Here, indeed," says Mr. Mitchell, as he is quoted in press reports, "is a most unique example of a newspaper not only serving good causes, but continuing to carry on its owner's humanitarian work through the distribution of its earnings. This arrangement is eloquent in its testimony to the love of humanity which inspired all the actions of the great editor and good man." The will is as careful and as able as the man himself, comments the Chicago *Journal of Commerce*. "In life he made his impress on the world; and that impress does not die with his death." For fifty years and more, remarks the Houston *Post-Dispatch*, Mr. Lawson had been a servant of the larger interests of the people.

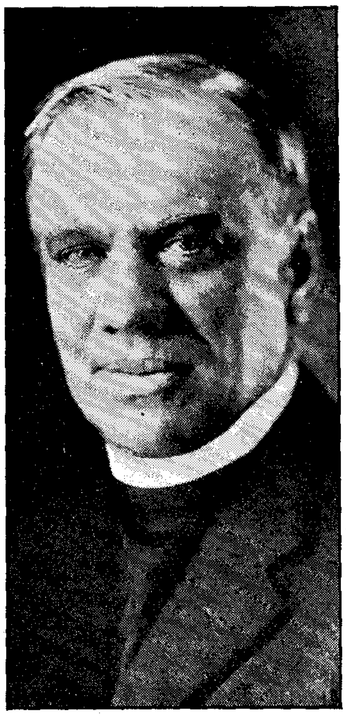
> "Independent, clean, fearless and generous in his individual life and in the conduct of his great newspaper, the respect for him among worthy citizens of all creeds and classes was universal. Mr. Lawson's life was as fine an example of unselfish service to a great community as this country is familiar with. The evidence of confidence in him, and the splendid appreciation of him, shown by the Chicago people, furnish inspiration to others who would be of service. They show plainly enough that genuine, unselfish public services do not go unrecognized or unrewarded by the people, even tho at times they do appear to be indifferent to those who care most for them."

**ANOTHER "RISING TIDE"**—A flood-tide of religion is now included in the various "rising tides" which, in recent years have aroused so much discussion. In the words of *The Observer*, a London weekly, it is "the sense of religion which is penetrating into the far corners of the earth." The New York *Christian Advocate* (Methodist) takes up the matter, and notes:

> "This fact is bothersome in many quarters. It brings about that tragedy described in the classic report of 'the murder of a beautiful theory by a gang of brutal facts.' The indications of a deepened interest in religion are nothing but a gang of 'brutal facts' to the agnostic and materialistic prophets. For they have evolved the beautiful theory that religion is an outworn and waning interest of the world. Its murder is embarrassing, to say the least."

## —"AND OBEY"

THE LITTLE "JOKER" in the Episcopal marriage service is causing a deal of serious discussion among church officials and in the press, but no alarm, it appears, among the brides, present and prospective. Wives, generally, we are told, will continue to softsoap their consciences and manage their husbands and households as in the past, and husbands will continue under the fond delusion that they are the domestic lawgivers, whether the word "obey" is deleted from the marriage service or left in. It became obsolete, we are told, when the caveman's cudgel went out of fashion, and for most editorial opinion that seems to settle the question whether the portentous word shall be retained, in spite of Bishop Irving Peake Johnson's vigorous support of its retention. The Macon *Telegraph* sees a high moral ground for the deletion, for it declares that the promise in the marriage ritual to "obey" "has made more hypocrites and liars among the human race than anything else that comes to mind. . . . It is about as diligently regarded as the old injunction, 'Let your women keep silence in the churches.'" Often the word is left out on advice of the bride, but the Joint Episcopal Commission on Prayer Book Revision, of which Bishop Charles L. Slattery, bishop-coadjutor of Massachusetts, is chairman, would delete it altogether, as told in these pages July 25. Not so Bishop Johnson, of Colorado, who believes firmly that the domestic household must have a boss, and that the boss must be the husband. The question will come before the Episcopal Church's Triennial General Convention, to meet next month in New Orleans. In *The Witness* (Chicago), a church publication of which he is the editor, Bishop Johnson argues that "a family is a corporation, and either the man is the head of the family, or else it is presided over by a committee of two, which has no way of determining a majority vote except by an endurance test." Now, however, he says, "it is proposed to indorse a headless family in the interests of accommodating truth to prejudice." Bishop Johnson continues the argument thus:



Keystone View Company photograph

WANTS WIVES TO OBEY

Bishop Irving Peake Johnson of Colorado, who would have "obey" retained in the Episcopal marriage ritual because, he says, "God made man the head of the family."

> "God made man the head of the family, because it was his duty to provide and protect. The Church exists to set forth ideals, not to justify the perversion of ideals.
>
> "I believe fully in woman's rights, but I do not believe headship of the family is one of those rights. It may be true that in a majority of cases she has the best head and uses it more intelligently, but when she is moved to assert her leadership the man loses a glory that the woman does not gain, no matter how much she may proclaim the fact that she deserves the recognition to which her talents entitle her.
>
> "This is the day in which the vacuum is coming into its own. The popular prophet tells us that God made man to have an empty head devoid of convictions; an empty heart devoid of obligations; an empty life devoid of sacrifices.
>
> "The question before us in this proposed amendment is this: Is the American family to-day, in which there is little either of reverence or obedience, going to be ennobled by substituting the jejune theories of academic philosophy for the declaration of God through His prophets and the experience of generations in which family life was sanctified and the proportion of responsibility was definitely set forth?"

It is just such a result that Bishop Slattery hopes for if the General Convention accepts the Joint Commission's recommendation that "obey" be eliminated from the marriage ritual. In the first place, he states in a widely published reply to Bishop Johnson's argument, the word is unnecessary. "To promise to love and to cherish through all vicissitudes of life till death parts one from the other is vastly greater than any mere formal obedience." And, he argues, "if people would take seriously the words as they will be in the marriage service of the future, they would either be sure that their love for each other was the real thing, or they would postpone the service till they were sure." There is another reason:

> "Marriage is a mutual relationship, not a subordination of one to the other. The moment there is need to use the force of such a word as 'obey,' the marriage has been lowered from its divine height. The moment you begin to compare marriage to a business organization or an army, where you rightly say that there must be one head from whom implicit obedience must be required, you show that you do not know what marriage is.
>
> "The appeal to be rid of 'obey' is not the cry of a silly worldling asking to have his obligations lessened. The man who wishes this change looks back through Christian history and he sees the light of Christ leading men to understand what mutual love can do and be. The world at one time, it is said, compelled the man to obey the woman, then the woman to obey the man. History—when we come into historic records—is full of examples of the wreckage of marriage when either form of subordination prevailed. Slowly we are finding out what the love of Christ means. We find the meaning gradually growing clearer in families, in nations, and in the world at large. We shall try, in the Episcopal Church, to apply it to matrimony. We wish to tell people that they must consider well what it means to love and to cherish one another till death parts them. And because I believe that the elimination of 'obey' will help to this end, I trust that the action of 1922 will be passed in 1925 almost, if not quite, unanimously."

Many papers take up the discussion. Thus the New Haven *Register:* "In a real marriage it is wholly unimportant whether that nasty little word is in the ceremony that unites the pair or not. The bigger idea, the truer idea, the idea upon which successful marriage hinges from every view-point, love, predominates, makes obedience the chiefest glory of both husband and wife, makes life itself one long sweet song of accord." The wife who obeys her husband does so, not because of the marriage vow, but for love or some other powerful motive, declares the Washington *Post*, adding, "mutual forbearance, which might be construed as obedience, is the chief ingredient of a happy marriage, which is not put in by the ritual nor taken out by any modernist invention." The vow has ceased to be of effect, thinks the St. Louis *Globe-Democrat*, and its passing has not had any serious effect on the marriage relation. As it is, goes on this paper:

> "Regardless of vows of obedience man is still the head of the family if his personality gives him the predominating influence. His duty to 'provide and protect' is in no degree lessened by changing conditions, and he is entitled to that consideration from the woman that is necessary to the proper performance of that duty. On the other hand, the woman has duties and responsibilities no less important than the man's, and in their performance she is entitled to the same consideration from him. The ideal home is neither an autocracy nor a corporation, but a partnership of equality, wherein there is mutual consideration, service, and affection. Under the old system the relation of man and wife was that of master and servant, both in principle and effect. Woman has been emancipated, and while in the adjustment to changed relations difficulties are necessarily encountered, who shall say that the change is not for the better? Ultimately, we are sure, opinion and custom will become fixt and established on new foundations, and the sanctity and influence of the home will be greater and more beneficent than ever before, sweetened and purified as it will be by freedom under self-restraint."

The chief problem involved in the modern marriage, as the Omaha *World-Herald* sees it, is to insure to it some degree of permanence. And with this mere words have little to do. As a matter of fact, "most marriages turn out well because a sense of responsibility and a sense of honor supply an affinity for which nothing but the passion of youthful ardor was at first required. . . . The choice of words used in the marriage service have their value only as they enter into the cultivation of a philosophy of matrimony sufficiently useful to weather the nor'westers which seek to wreck it." In the opinion of the Norfolk *Virginian-Pilot*, Bishop Johnson's broadside has missed the target, "seeing that the presence of the therapeutic 'obey' in the marriage ceremony has not saved it from deterioration." Actually,

> "What must challenge the attention of the lay world in this episcopal broadside is its regrettable failure to address itself to the real causes that have dragged family life down to its supposedly low estate. All that Bishop Johnson does in this attack is to point to our family failures and to demand that the marriage formula under the shelter of which family life has arrived at its supposedly low estate be not changed. The bride's obey is a small matter. Retained in the ceremony or expunged from it, the course of American family life is not likely to be affected. The more important issue is the cause of the day's marital and familial shortcomings, and that can not be connected with the staying or departing of the bride's 'obey,' because the shortcomings are what they are in spite of the long and continued employment of this saving promise."

Similarly, the Mobile *Register* says, "the causes that lead to the divorce court, disrespect of children for their parents and contempt for the old-fashioned family circle that was sufficient unto itself, have nothing to do with vows made at the marriage altar."

## AMERICANIZING TURKEY

MOSLEM TURKEY IS MOLDING HERSELF to the Western ideal; new ideas of liberty and education, new social customs relating to women, and new laws governing the relation of Church and State are revolutionizing this land of Islam. Recently, according to news dispatches, the Turkish Council of Commissars decreed that all officials must dress in European fashion and wear hats, only priests being permitted to wear turbans. The Council also ordered the closing of all dervish convents and similar institutions and the suppression of all religious orders, sheiks and dervishes. These changes, we are told in *The Missionary Review of the World*, have been largely brought about by contact with Occidental civilization and with Christian ideas and example. As readers will recall, the Angora Government has undertaken to separate Church and State, banished the Caliphate, and secularized the schools. Now, however, it is pursuing a more liberal policy in regard to mission schools. For example, we are told, St. Paul's College in Tarsus, closed by government order in May, 1924, has been reopened by order of the new Minister of Education, Hamdullah Soubhi Bey. His remarks at the mission meeting in Constantinople are significant of the changed attitude of Turkish Mohammedans. As he is reported in a letter from the Rev. Paul E. Nilson, of Tarsus, quoted in *The Missionary Review of the World*, he said:

> "The Turkish Government is a friend of American schools. We want our children to go to American schools and to learn American culture. There are, however, certain restrictions—since the Turkish Government has secularized its schools, we expect foreign schools to do the same.
>
> "Turkey is a nation being born to-day. She is not facing East as are Persia and Tunis. Rather has she faced in the opposite direction—to the West. It is from your books, your influences that we have gotten the ideas that inspire our present effort to establish democracy. Our faces are toward the West.
>
> "Ten years ago, if a Turk wore a hat on his head instead of a 'fez,' his head would have been cut off. But to-day the situation has changed. We have not lightly entered on this road—we have fought for it, planned for it, died for it. And we are determined to go on.
>
> "It is our desire that our children know America, and that they love America. Your schools are new schools—we want them. You have helped us in the past—your schools will help us in the future!"

# CURRENT ▾ POETRY

*Unsolicited contributions to this department can not be returned.*

THE *American Mercury* publishes a long poem on "Steel"—a tragedy of the steel-mills. Unfortunately it is far too long to reprint here. It deals with the tragic fate of a worker called Steve. To tell his story would take too long, but we give the picture of

### [STEVE'S WIFE]

By Joseph Auslander

Anna was Steve's little woman
Who labored bitterly enough,
Making children of stern and tragic stuff
And a rapture that was hammered rough,
Spilling steel into their spines, yet keeping them wistful and human. . . .
Anna had her work to do
With cooking and cleaning
And washing the window curtains white as new,
Washing them till they wore through:
For her the white curtains had a meaning—
And starching them white against the savage will
Of the grim dust belching incessantly out of the mill;
Soaking and scrubbing and ironing against that gritty reek
Until her head swam and her knees went weak
And she could hardly speak.
A terrible unbeaten purpose persisted:
Color crying against a colorless world!
White against black at the windows flung up, unfurled!
Candles and candle light!
The flags of a lonely little woman twisted
Out of her hunger for cool clean beauty, her hunger for white!—
These were her banners and this was her fight!

No matter how tired she was, however she would ache
In every nerve, she must boil the meat and bake
The bread, and the curtains must go up white—for Steve's sake!
One thing was certain:
That John and Stanley and Helen and Mary and the baby Steven
Must be kept out of the mills and the mill life, even
If it meant that her man and she would break
Under the brunt of it: she had talked it through with him
A hundred times. . . . Let her eyeballs split, her head swim—
The window must have its curtain!

A beautiful thing which formed "a dream in the midst of the business" should not be withdrawn without a word of regret such as the New York *Times* supplies:

### MADISON SQUARE REMEMBERS DIANA

By Roselle Mercier Montgomery

Yes, something lacks to us who used to see
The young Diana
Bend her shining bow . . .
There was a loveliness
We used to know
If we would but look over tower and tree—
Did that clean arrow of her archery
Kill some of human baseness
There below?
Ah, who of us can say?
But we who go
Lift wistful eyes to where she used to be!

As when the scent
Of some rare perfume goes,
Or when, in piercing poignance melodies
Are hushed forever,
Came, at last, the close
Of her sweet sovereignty above the trees . . .
Diana left the Square—and on that day,
Something . . . unnamed and lovely . . . went away!

This plea would not figure validly in a divorce court, but who knows what deep truth it contains besides those who have felt it? Printed in *The Commonweal* (New York):

### A PRAYER FOR A MARRIAGE

By Mary Carolyn Davies

We have shared beauty and have shared grief, too;
And these have brought us nearer than we knew.
We have shared joy and loneliness and fear,
Danger and terror and death creeping near
Joined us. The worst that poverty can do
Will not avail, though all its strength is bent
Against us. Naught on earth can part us two,
Save the monotony of calm content.

Pray God that He may give a little pain,
A fear, a joy, to draw us close again.
Where'er our pleasant paths too smoothly run,
May storm-clouds change the gold of too much sun.

Why trade should make us all philistines isn't clear, but poetry and humor abound in this from *The Irish Statesman* (Dublin):

### THE PHILISTINE

By M. O. B.

The merchant's daughter
Has breasted the hill.
She has dropped in the heather
And lies there still.
A bird flaps by,
Lets fall a wing feather.
Is it phœnix or crow?
Be still!
Time will show.

The sun's in the sky
And the moon follows after.
The little stars dance
Till heaven's blue rafter
Shakes at their laughter.
What is the reason
Of their wild laughter?
Hush!
Wait!
Thou shalt know,
Maybe, hereafter.

The footstep of one
Bruising the bosom,
The white road's bosom
As it tosses and strains
To break on the sky line—
A lone bee buzzes
About his forehead.
What is thy message,
Thou lonely traveler?
Hush!
Wait and listen,
Thou mayst yet know.

He speaks of the mowers
Slaking their thirst
On blue-veined buttermilk.
He sings of the rowers
Reaping the swathes
Of the waves and binding
The silver fish in sheaves—
Has he no more to tell?
Hush!
Wait!
Be still!

The merchant's daughter
Starts from the heather
And shakes out her gown.
"Is there rhythm or wisdom or wit,"
Cries she, "in his measures?
Is there music at all?"
Hush! blind soul.
Listen!
Wait!
"No," says the merchant's daughter,
"I'm going down."

Except that one might make the kind of berries seasonable, this in *Contemporary Verse* would seem to any one the recipe for the perfect summer:

### RECIPE FOR SUMMER

By Elizabeth J. Coatsworth

For perfect strawberrying wait till the sun is high
And take no basket. Let the fields be warm
Down to their roots. Then choose a meadow
Of sheeted daisies mixed with buttercups,
Sloping if possible to an expanse of sea.
Be sure the clover is abundant there,
So that you breathe its fragrance with each breath.
If birds are singing, pause to listen to them,
Till sight and smell and sound are all commingled
In one emotion; then, facing north,
Look for your berries near the reddening leaves,
And, having found them, pick the ripest ones,
And eat without delay, staining your fingers—
To you will find the recipe for summer.

A point of view, poetically exprest in the New York *Times*, forgotten by those whose glory is to deride and repudiate the past:

### ON THE CLOUD OF WITNESSES

By George Meason Whicher

Oh, do not wrong the generations past
By scorn, or bitter prating of dead hands;
It is not chance that their achievements last,
Nor whim of fortune that their building stands.
It was for us they strove; we are the heirs
Of all their agony and sweat and tears;
And, willing or ungrateful, each one shares
In the vast legacy of toilsome years.
They would not bind us; theirs no selfish aim
To chain the future to their halting-place.
They mourn our failures, glory in our fame,
Thrill with our struggle in this mortal race.
A Cloud of Witnesses, O doubtful Soul,
Applauds your straining footsteps toward the goal.

To hang on to the joys of outdoors as long as possible before snow flies is aided by bits like this in the New York *World's* "Conning Tower":

### SKIFF SONG

By Anchusa

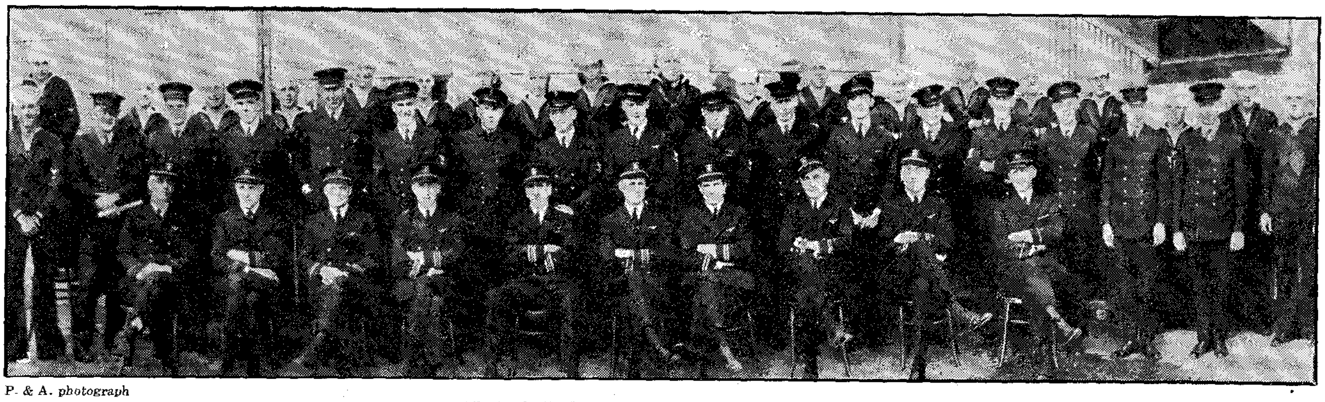
Shores reach out
But you can not catch me!
Trees I can flout—
You shall never snatch me!
Here comes my boat
With the gulls and swallows,
In and out
In the salt sea shallows.

Here I go
And the land is slipping
Away, while I row
With my sleek oars dripping,
Where from far-off goals
On sturdy whalers
Across these shoals
Came singing sailors.

Shingly shore
Where the thin waves tinkle,
Rocks crusted o'er
With the periwinkle!
Shallows that shine
With the white sand's glitter,
Deeps where a line
Brings a flash and flitter!

Back on the quay
There is noise and hurry,
But here with me
Is escape from worry,
With my boat adrift
Among weedy trailers
My song I lift
Like the singing sailors.

# MOTORING AND AVIATION



P. & A. photograph

ALL READY FOR THE FATAL VOYAGE

The assembled ship's company of the doomed dirigible posed for this, their last picture, on September 1. Seated in the front row are officers. They are, left to right: (1) Chief Machinist S. S. Halliburton; (2) Roland G. Mayer; (3) Lieut. J. B. Lawrence (killed); (4) Lieut.-Com. Louis Hancock (killed); (5) Lieut.-Com. Zachary Lansdowne (killed); (6) Lieut.-Com. Charles E. Rosendahl; (7) Lieut. A. R. Houghton (killed); (8) Lieut. E. W. Sheppard (killed); (9) Lieut. C. E. Bauch; (10) Radio Officer Almour (not aboard).

## THE HUMAN SIDE OF THE *SHENANDOAH* DISASTER

"EVERY MAN stick to his post regardless!"

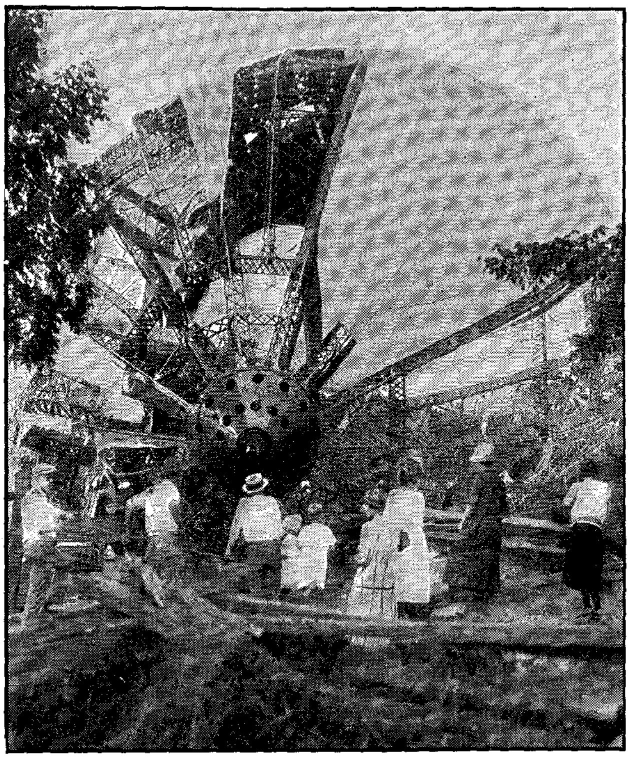
Spoken through the raging of the storm that wrecked the *Shenandoah*, these words were the last to be heard from the lips of Lieut.-Com. Zachary Lansdowne, according to survivors of the great aerial disaster. They are quoted with admiration by a number of writers, who predict that they will become historic. "This command upheld the traditions of the Navy," says one editorial. "They were brave words, great words, fit to rank with Lawrence's 'Don't give up the ship.'"

And the spirit of Lansdowne's last words was reflected, we are told, in the actions of the brave men under his command, both the fourteen who perished and the eighteen who survived. The experiences of the latter group in escaping death add a rich embroidery of adventure and human interest to the chronicles of a catastrophe of which the more essential and historic features were fully set forth in last week's issue of THE DIGEST. Among the narratives of survivors there are fantastic touches that give an appropriate strangeness to the record of a naval shipwreck in the air. Ralph Jones, one of those who returned to the *Shenandoah's* home station at Lakehurst, New Jersey, was on duty in Engine Car 3, we read, when the monster dirigible broke in half. "I looked out and saw half of her float away," he is quoted as saying. "I said, 'Well, Jones, you might as well sit here and let it happen; you can't do any good by moving away.' So I sat tight by the engine and closed my eyes. First thing you know, I was walking around on the ground. Then she blew away again, and there I was alone in the field."

In contrast to Jones's negative experience was the positive one of the cook, John J. Hahn, who had the presence of mind to telegraph the first report of the disaster to Lakehurst. According to the New York *Herald Tribune*, Hahn told this colorful story of the crash:

> "I was in frame 105 getting breakfast for the boys. I was turning down the flame under the boiling coffee, when oil-cans began to rain about my head. I thought: 'This won't do,' and turned and saw Allenly hanging on the frame supports. Then I felt a long, sickening drop. Allenly fell off. Then I stept out on ground, got a car from a fellow and went to a town, where I sent the telegram."

Frederic J. Tobin also won against death by seconds. He had just awakened and was starting for the control-car when it fell from the dirigible. Had Tobin arisen a minute sooner he would have reached the control-car and gone down with it.



International News.eel photograph

STRIPT BY SOUVENIR HOUNDS

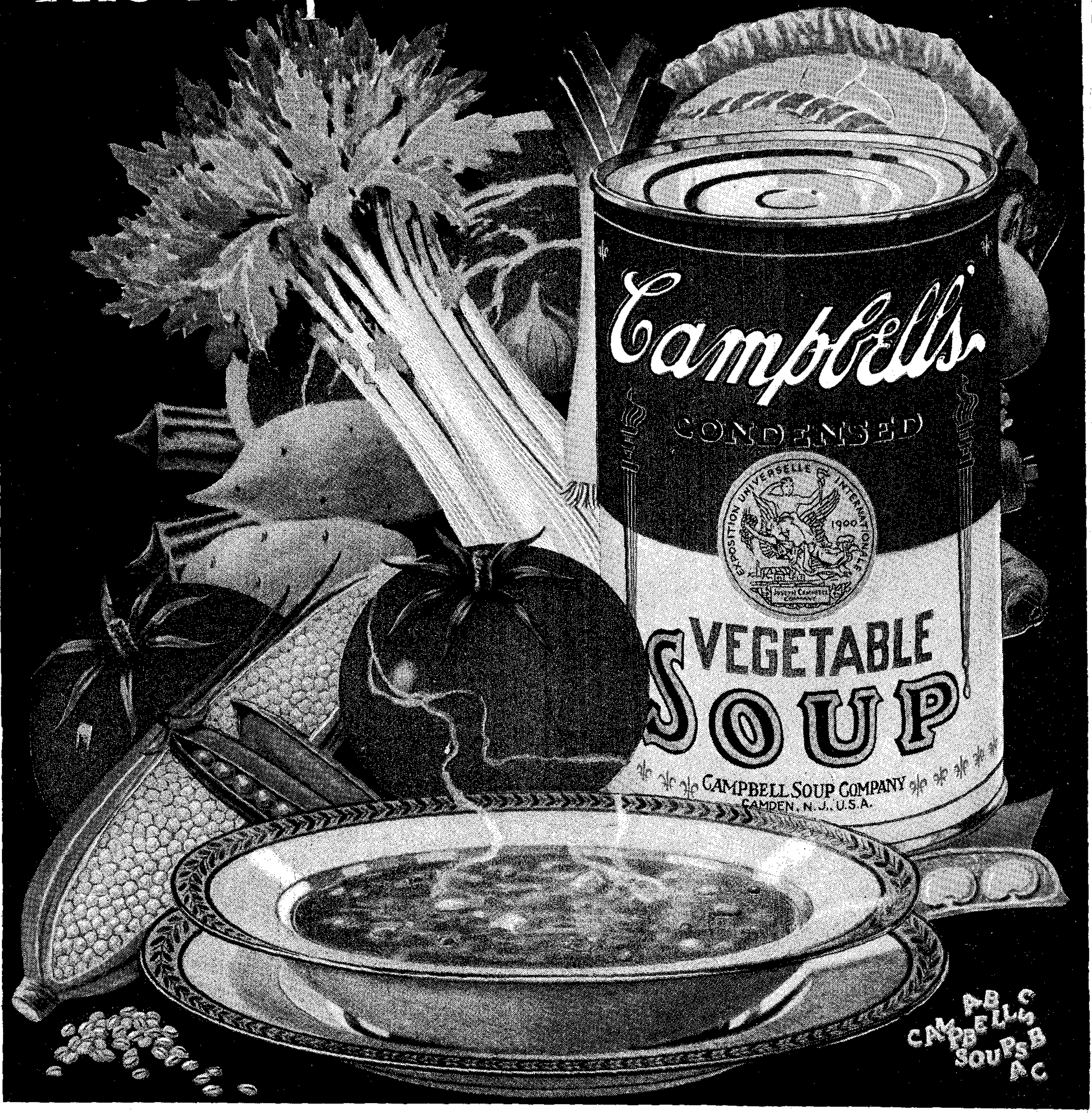
This denuded skeleton is all that remains of the nose of the *Shenandoah*, with a few shreds of covering beyond reach of the relic hunters.

"The first thing I knew was that where I started to step for the control-car was space, 7,000 feet of it. I crawled back to the catwalk, aft of the break. Soon the silver cover was ripped off, and I stood there thousands of feet in the air holding onto a slim brace. I thought I might as well look down. I did, and I've never seen trees rush so in my life. They seemed to be rushing straight for me. When I could see the green of them I got ready to jump, but the section I was in bumped once and rose again to drift another half a mile. When I did get out I saw nothing but twisted steel."

Shine S. Halliburton was standing with Lieutenant Sheppard when the *Shenandoah* began to rock and twist. He said to his officer: "Looks serious," when Lieutenant Lawrence came up and told him to stand by the gasoline tanks and prepare to cut them loose from the ship.

"I was just reaching for pliers to cut the stay-wires on the tanks and let them drop out of the ship when she

# The soup which is often a meal!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Thousands of housewives keep their pantries always supplied with Campbell's Vegetable Soup and consider it as one of their regular "solid" foods. For, as they serve the meals from day to day, they find that this hearty soup is one of their most frequent selections as the main dish.

Eat a delicious plateful of Campbell's Vegetable Soup for luncheon or supper today and notice how hearty and filling it is. In many moods, your appetite would not accept so much substantial food unless it was offered in this palatable, appetizing form.

Fifteen different vegetables. Invigorating beef broth. Nutritious cereals. Savory herbs. Seasoning "to a taste." And how wholesome this soup is for the children, too!

With fighting will I show my skill—
The "flash" of all the park.
I hit my stride with soup inside
For Campbell's make me spark!

**21 kinds** **12 cents a can**

P. & A. photograph

YET HE WANTS TO BE AN AVIATOR!

Such is the ambition of McKinnon Lansdowne, the orphaned son of Commander Lansdowne. *He is seen here with his half-sister, Peggy, and their dog, Barney.*

parted," said Halliburton. "Then she began to drop. When I got to the ground, I borrowed a shotgun from a farmer and shot holes in the helium bags to let it out so the hulk wouldn't drift around in the wind."

Frank L. Peckham had just gone to bed after a watch when he heard the crash, and said: "I thought I was dropping for miles and miles. When I got near ground I looked out, squinted an eye at the distance and jumped. I was ten feet from the ground, I learned later."

One officer was saved by being lassoed from the broken control-car, to which he was clinging, according to a United Press dispatch. As we read:

> Lieut. J. B. Anderson was the last man to leave the control-car alive. One end of the car broke loose and Anderson was dangling with it in the air.
>
> Lieut. R. C. Mayer, who never was a cowboy, but who knew the use of a rope, threw one with the accuracy of a plainsman, lassoed Anderson and dragged him to safety before the other end of the car broke loose and fell.

Anderson is cited as "perhaps the most fortunate of the survivors" by *The Herald Tribune*, which continues:

> He was the last to leave the control-car in which thirteen perished. So close was he that the car practically dropt from under his feet.
>
> "We were 3,000 feet up," said Lieutenant Anderson, "when I felt her suddenly pop up into the air with incredible speed. I glanced at the altometer and read 7,000 feet. I started for the ladder to the catwalk and just reached it as the car dropt off into space. When I saw we were 7,000 feet up I knew we had reached the 'ceiling' for the *Shenandoah*. Commander Lansdowne told me to release 800 gallons of gas to lighten her, and that was when I started for the ladder. After I reached the catwalk she dropt dizzily to 2,500 feet, groaned in every girder and fell apart."

One survivor proclaims that he is alive because he stopt to look at his watch a few minutes before the airship broke in two. This witness is W. L. Richardson, Lieutenant in the Naval Reserve, who was on board to make a photographic record of the trip. His undeveloped plates and paraphernalia were lost in the wreck, from which Richardson barely escaped with his life, we are told. In a graphic narrative furnished the United Press, Richardson says:

> "I got out of bed at about 4 A. M. yesterday and went for a drink of water. I intended to go forward to the control-car, which was in the front end of the ship, to see if weather conditions would be right for making pictures. After getting a drink, however, I looked at my watch and saw it was too early, so I decided to go back to bed.
>
> "This decision undoubtedly saved my life. Instead of entering the control-car, I returned to my berth. The control-car dropt clear of the ship and dropt through space like a comet, killing all who were in it.
>
> "After I returned to my berth, the pitching of the ship became more violent, and it started nosing down.
>
> "Suddenly a cool gust of wind came down from the keel of the ship, probably caused by its sudden rise from 3,000 feet to 7,000 feet. What is called a twister line squall caused the sudden rise. It also caused a drop back to the 2,500-foot altitude a few seconds later.
>
> "Then the ship started straight up again and broke in two. One section, the forward part, carrying the control-car, shot straight up. The other section, on which we were, dropt rapidly downward.
>
> "It seemed to flutter down like a falling leaf. First the point end, then the rear end, would be on top. A part of our section was torn away before we finally landed.
>
> "I managed to save myself from sliding off into space by grabbing wires and girders near my berth. Then as soon as possible I started to the after part of the section.
>
> "I got hold of a gasoline-tank, but it broke loose from its moorings and I caught some girders again.
>
> "Through an open hatch I could see trees speeding under us a few feet away. Then I saw the ground.
>
> "I started down a folding-ladder which had been used by an after engine-car, which had been carried away. Both of my hands were caught in an angle, and I broke them loose, tearing my fingers slightly.
>
> "Then I dropt to the ground and a wire caught around my leg, dragging me down-hill under the end of the ship.
>
> "I finally got loose and ran up the hill out of the way of the rolling bag."

That no element of romance might be lacking, we are told of one of the officers of the *Shenandoah* who embarked on the trip with an outspoken desire to lose his life. His story, as related in a Lakehurst dispatch from a staff correspondent of the New York *Evening Post*, runs thus:

> "I hope I get killed!"
>
> It was with these words that Lieut.-Com. Charles E. Rosendahl climbed, white-lipped, into the control-cabin of the *Shenandoah*, during preparations to sail the great air skyship on its fatal cruise.
>
> But death put out a restraining hand. It played a grim jest with Rosendahl. For when the *Shenandoah* smashed into the earth he was breathless, bruised, but alive, heir to the post of commander, with the deaths of Lieutenant-Commanders Lansdowne and Hancock.
>
> Fate had derisively said: "No, Rosendahl, you shall not die.

P. & A. photograph

ONE OF THE LUCKY WIVES

Tearful but joyous reunions were the order of the day at Lakehurst, N. J. This shows Mrs. Ralph Jones welcomin "her man."

**CHRYSLER SIX**

| | |
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| *The Coach* | 1445 |
| *The Roadster* | 1625 |
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| *The Imperial* | 1995 |
| *The Crown-Imperial* | 2095 |

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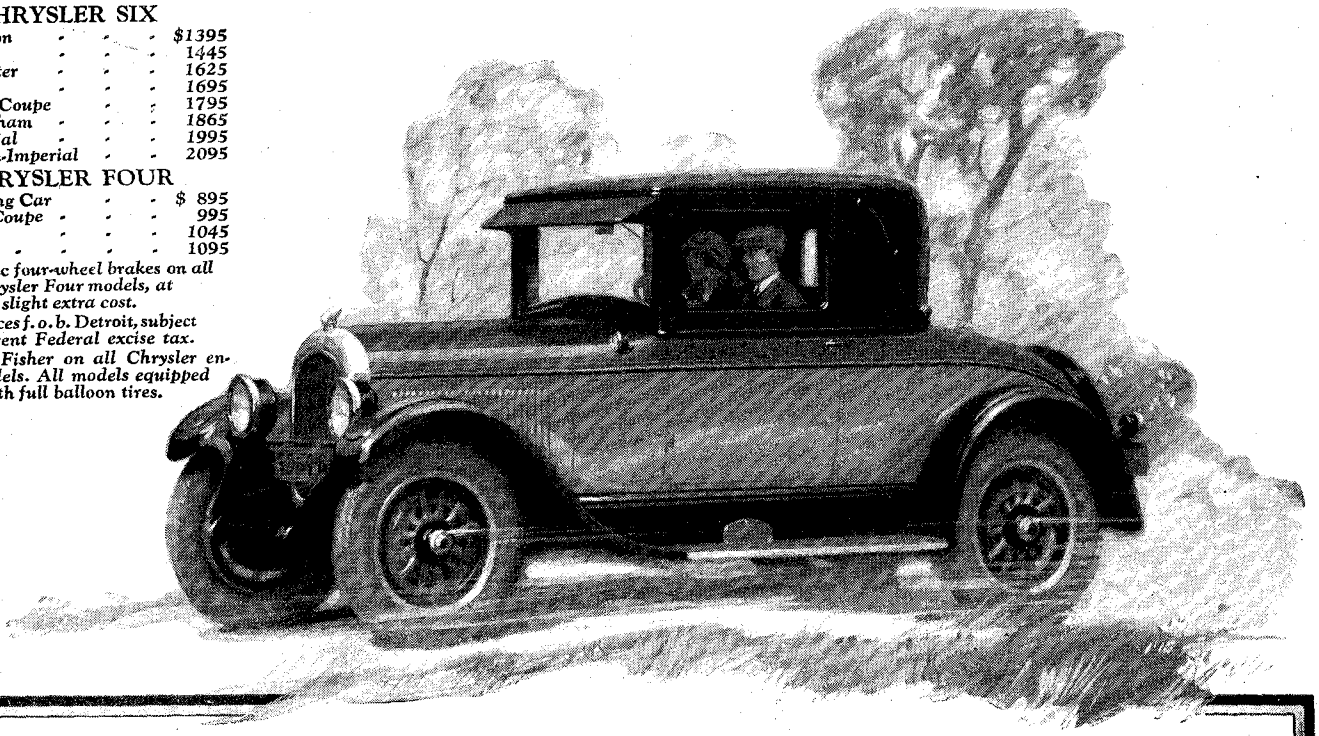

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**SIX**

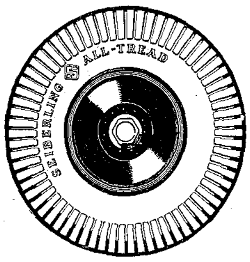
# THINK

## Before you buy your next Tire

Think of the job it has to do. And think in terms of today's driving: less inflation—thinner, softer side-walls, constantly flexing and constantly yielding to the shocks of the road.

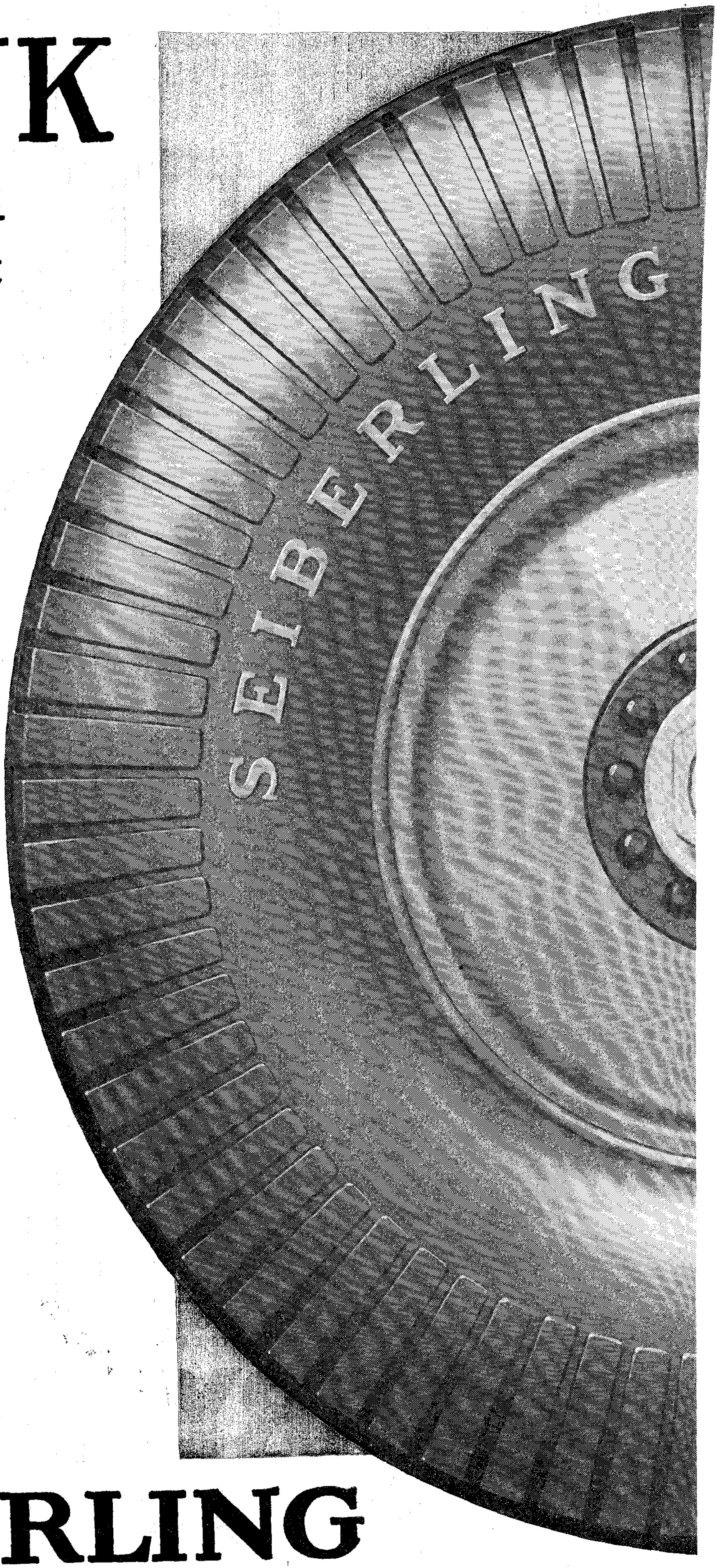
Think of bulging sides in tearing, wearing contact with stones, ruts and curbs.

Then think of what a tire should be to meet these conditions and you will have drawn the specifications for the Seiberling All-Tread.

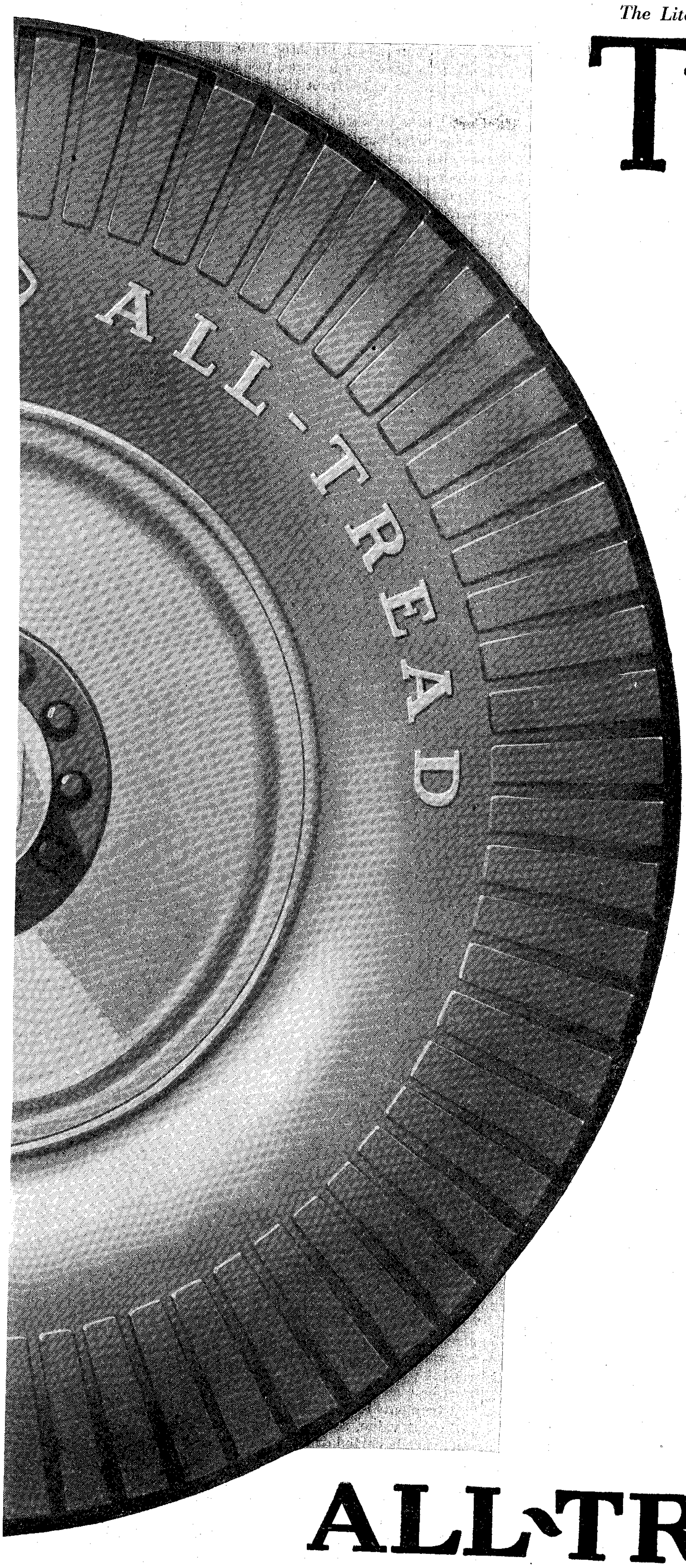


*Sidewalls of continuous tough tread stock from bead to bead, added bars of heavy tread rubber supporting and protecting the sidewalls against stones, ruts and curbs, and providing extra traction in mud and sand,—and the name Seiberling as a guarantee of those essential qualities of material and workmanship that do not appear on the surface. And its good looks you can see for yourself.*

THE SEIBERLING RUBBER COMPANY
AKRON, OHIO



# SEIBERLING

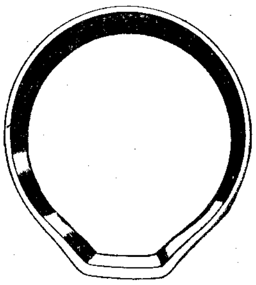


# TWICE

## Before you buy your next Tube

You know what happens when you put an ordinary tube into a casing. The circumference next the hub is wrinkled until the outer side is stretched, then the tube is stretched some more until it fills the tire.

Under stretch the pores of the rubber open and there is air leakage. Punctures tend to grow larger and to result in blowouts. Stretched rubber not only tends to leak but it heats under friction causing premature wear in both tire and tube.

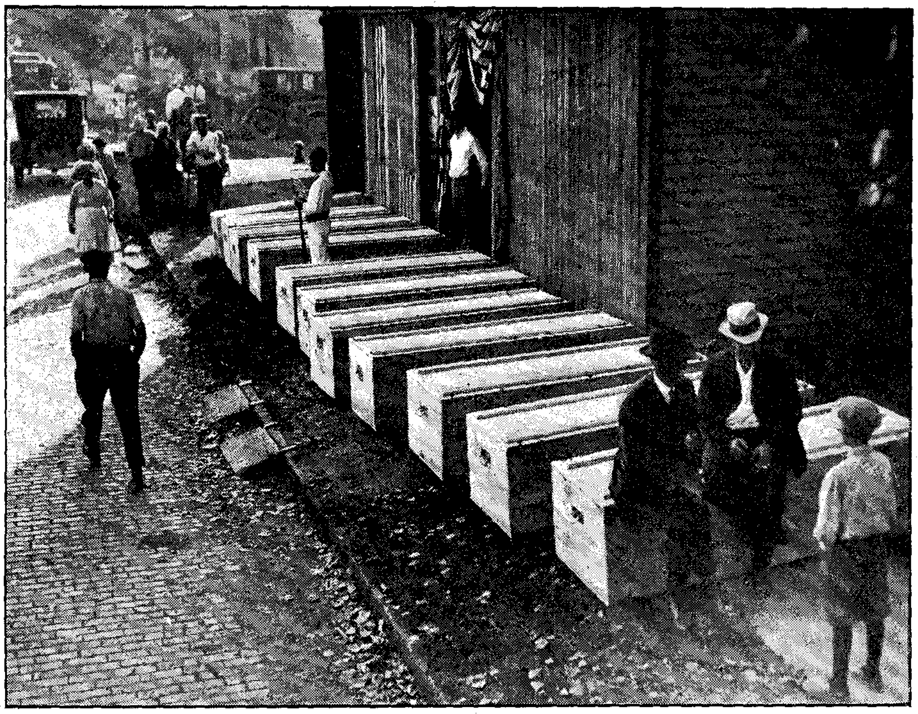


*The Seiberling Tireshape Tube fits the casing without stretch. It is molded in one piece without seam or splice and with valve stem vulcanized in place, making a permanently sealed union of rubber and metal. Punctures tend to close up; leakage of air is slow enough to enable the car to be stopped before any serious damage results. And it requires no flap.*

THE SEIBERLING RUBBER COMPANY
AKRON, OHIO

# ALL-TREADS

> Your wish shall not be answered. It's a matter out of your hands, old man."
>
> The story of Lieutenant Rosendahl's tragic wish was told by friends here (at Lakehurst, N. J.) to-day. It was the story of a courageous man who sought to join the dead girl that he was to marry, the girl whose memory always will be written in his heart.
>
> Three years ago, friends at the Lakehurst Naval Air Station said, Rosendahl's fiancée was killed in an automobile accident near Princeton, New Jersey.
>
> It was a blow that staggered him. Friends who saw him grieving month after month feared he would not recover from the shock. They sought to console him. He shook them off.
>
> "I'm going to join the most dangerous branch of the air service," he told a college friend two years ago. "I don't care what becomes of me."
>
> He made application for duty aboard the great *Shenandoah.* Eagerly, it was said, he went aloft on every trip. There was a touch of color on his cheeks, a strange light in his eyes.
>
> "I hope I get killed!" he was heard to mutter.



International Newsreel photograph

THE MOURNFUL HARVEST OF THE SKY

Outside the temporary morgue **at Belle Valley, Ohio,** ready for shipment to relatives, were ranged the coffins of the fourteen victims of the air disaster. Some people choose odd places to sit.

> Fellow officers looked at him, puzzled. They had not heard of his wrecked romance three years ago. They thought he spoke the laconic humor of airmen.
>
> The *Shenandoah* crashed. Rosendahl grimly climbed out with the other survivors. He returned to-day in command of what is left of the crew, to their station at Lakehurst.

Rosendahl's own story of his escape is thus quoted by an Associated Press correspondent:

> I went on duty at 3:30 A. M. to relieve Lieutenant-Commander Hancock, who was navigating the ship. We were on a line headed west between Byesville and Cambridge. Weather conditions were bad. There was lightning and squalls. Altho we had all engines going, we could make no ground speed. The storm crept upon us from the northwest. We tried to turn south. Then the line squall hit us. It lifted us from an altitude of 2,500 to 4,500 feet where we righted the ship for a few minutes, only to be taken up again for an altitude of 7,000 feet.
>
> The vertical air current was so strong that it carried the ship heavenward in spite of an 18 degrees inclination of the nose of the ship.
>
> We released helium through the hand-valve, expecting this to check the ascension. We had dropt overboard all water and I had started from the control of the ship to the keel in an effort to throw overboard fuel.
>
> At this moment there was a crash. I heard the struts breaking and saw the nose of the ship parting from the control compartment. A second later I heard another crash, which must have been the control compartment hitting the ground. It was in this compartment that Commander Lansdowne and the others were killed.
>
> The nose of the ship started across country at about twenty-five miles an hour speed, brushing trees and a house or a barn. We handled the nose as if it were a free balloon and landed safely at Sharon, twelve miles from the place where the control ship dropt.
>
> McCarthy was forward in the nose and was injured when he was knocked overboard.
>
> Those with me in the nose of the ship were Col. C. G. Hall, Army observer; Lieut. W. G. Mayer, Lieut. J. B. Anderson, Chief Machinist's Mate Halliburton, Chief Machinist's Mate Shevlowitz, and J. F. McCarthy, aviation chief rigger.

A contrasting tale is that of one of the dead, whose fate was decided, we read, "by the flip of a coin." This unlucky one was George C. Schnitzer, the *Shenandoah's* chief radio engineer, of whom we are told in an Associated Press dispatch from Philadelphia:

> Just before the giant dirigible left its hangar at Lakehurst, Schnitzer, the father of two children, "matched" for the long "hop" with H. N. Manley, alternate radio man, who was also eligible for the flight, and Schnitzer won the toss.
>
> Both Schnitzer and Manley had equal "credits" on the air-station records and both were, therefore, eligible for the trip, which was coveted by the station personnel, because a "hop" is classed as "actual hours in the air," and pays 50 per cent. additional pay. When the draft for the trip was made, Schnitzer and Manley left their fate to the flip of a silver half-dollar on the earth outside the hangar and Schnitzer rightly called "heads" and drew the assignment.
>
> As the *Shenandoah* flew over Philadelphia yesterday Schnitzer dropt a letter, attached to a miniature parachute. The note, detailing the route of the dirigible's flight, was addrest to Herbert Foster, an engineer of Thirteenth and Wyoming streets, this city, a friend who had spent the week-end at Schnitzer's Point Pleasant home. The letter, picked up in the street by a boy, was delivered to Foster a few hours after the radio man met his death. The missive also asked that Foster telephone of the safe receipt of the letter to Schnitzer's wife, Althea, at Tuckerton, New Jersey.

A melancholy interest is attached to the fact that the *Shenandoah's* ill-fated Commander had written warningly on the danger of electrical storms to airships. In an Associated Press dispatch from Washington, we are told that Commander Zachary Lansdowne was the author of a manual on aviation used by the Naval Air Service. The dispatch continues:

> "The chief dangers from electrical storms," says the manual, "lie in the serious air bumps and eddies that characterize them. These can be of extreme violence and are capable of putting a threatening stress on the structure of the airship.
>
> "It has been observed that these storms follow a very definite track. Also they are usually confined to certain periods of the year and particular localities. There are many places where thunder-storms have not occurred, altho they pass within a few miles of these spots.
>
> "The importance of this fact lies in that it makes it possible to chart the dangerous areas and storm tracts. If such a chart were available and warnings could be given of the coming of storms, it would be poor airmanship for any captain to allow his ship to be overtaken by a thunder-storm.
>
> "Instruments for detecting the direction of these disturbances are of great value, as for a long time pilots will of necessity be flying over uncharted or only partly charted regions."

Much more direct in its implications is Mrs. Lansdowne's story that her husband, well knowing the summer-storm perils of the Ohio Valley, had deemed the *Shenandoah's* last trip an ill-advised one, and had appealed to Washington against it. The widow, speaking at a time of acute emotion, was understood to

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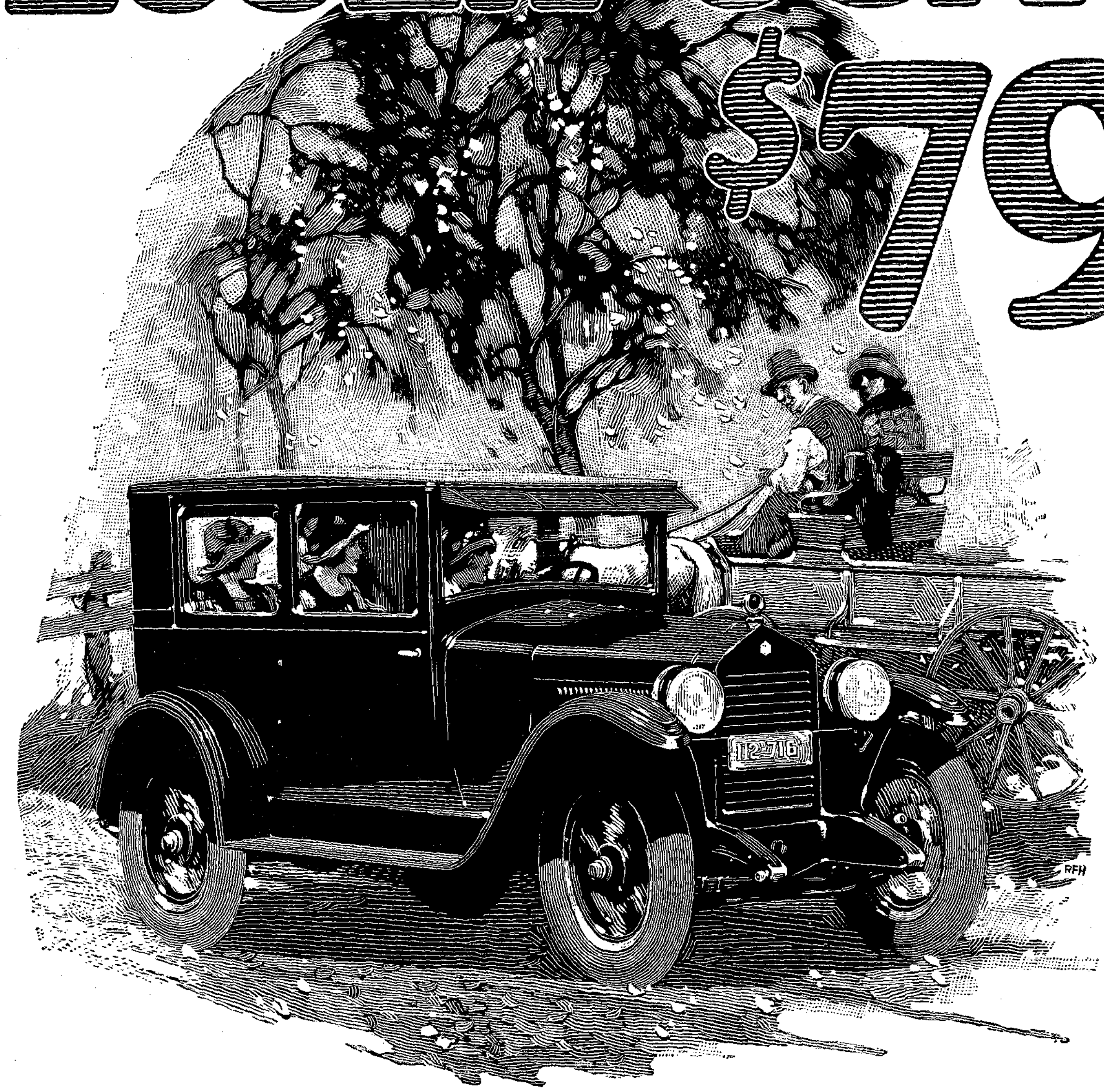

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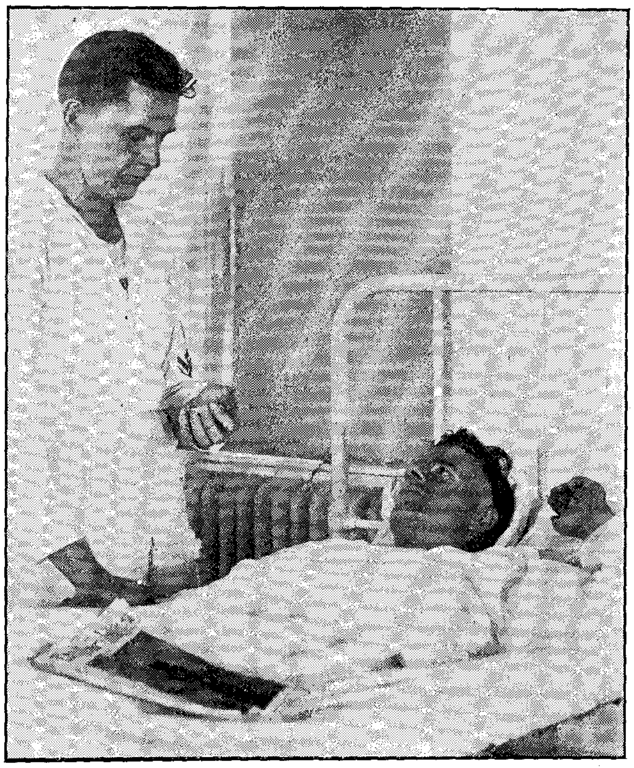
say that the disastrous flight had been "forced" on the Commander "for political purposes." On the following day, "after naval authorities had spoken to her," Mrs. Lansdowne added that it had not been her intention "to criticize the Department." We read in the New York *Evening Post:*

> Mrs. Lansdowne said she had been misunderstood when reporters quoted her as saying, "He had to go, because the Secretary of the Navy wanted to play politics by sending the ship over the Middle-Western cities."
>
> "My husband was very much opposed to making the flight at this time because of the weather conditions he knew so well," she said. "He asked officials at Washington to delay the flight until a better season.
>
> "I do not blame the department, but I can only say Commander Lansdowne was opposed strenuously to the flight, especially at such a dangerous time."
>
> Too proud, as is the way with sailors' wives, to parade her grief at the death of her husband "in the line of duty," Mrs. Lansdowne has refused courageously to break down over the tragedy, but there is bitterness intermingled with her sorrow.
>
> The flight was to have been Commander Lansdowne's last in the *Shenandoah*, for he would have started a tour of sea-duty on September 15.
>
> The *Shenandoah's* never-to-be-completed itinerary included a score or more of Mid-West communities, altho the ostensible purpose of the flight was merely to test the mooring-mast erected by Henry Ford at Detroit and to try out the "green" landing crew at McCook Field.
>
> An officer at the naval station at Lakehurst, naturally refusing to permit the use of his name, holds the same belief as Mrs. Lansdowne.
>
> "There's a string of country fairs through the Middle West right now," he said bitterly, "and all the politicians have been pulling wires to have the *Shenandoah* fly over their home towns as part of the circus."
>
> Mrs. Lansdowne said her husband's reluctance to undertake the flight had been born solely of his knowledge of Mid-West meteorological conditions.
>
> "Commander Lansdowne was born in Ohio, less than 100 miles from where he was killed," she said quietly. "He knew the sudden temper of the thunder-storms, and that is why he feared taking the big ship through them.
>
> "He often said the ship was likely to get into trouble in thunder-storms, with hot air rising and cold air making a directly contrasting down draft. A big airship, getting in this, would be snapt in two, he said."
>
> Mrs. Lansdowne is a tall, slim young woman. Her dark bobbed hair and blue eyes give her a distinctly Celtic beauty. She married Commander Lansdowne four years ago, and their daughter, Peggy, is now three. Peggy has an older brother, McKinnon Lansdowne, ten, a child by the flyer's first marriage. Ironically, he wants to be a flyer "like father."

Of Lansdowne's competence as an air-navigator, we read in the New York *Sun:*

> Lieut.-Com. Zachary Lansdowne, commander of the *Shenandoah*, was conceded to be the most experienced officer in the Navy in handling rigid airships. He held a British pilot's license. He crossed the ocean in the *R-34*, the first American to make a flight across the Atlantic in such a ship. He had piloted the *Shenandoah* on several adventurous trips with complete success, and firmly believed that his craft could not be battered down or wrecked in any storm.
>
> Commander Lansdowne went to the *Shenandoah* in February, 1924, when the polar flight was still contemplated and after unsatisfactory conditions at the Lakehurst station had suggested that a new commander and lieutenants should be placed in charge of the pet airship of the Navy. His term there had been successful, and in only a few days, on September 15, he would have completed his time and gone back to sea duty, to which every active officer of the Navy must return at intervals.
>
> Lieutenant-Commander Lansdowne fell to his death within a short distance of the place where he was born on December 1, 1888, the town of Greenville, Ohio. His mother, Mrs. Elizabeth Lansdowne, had been looking forward to seeing her son pass over her home, as he did on the transcontinental trip. He was graduated from the Naval Academy in 1909, and served on the *Virginia*, the *McCall*, the *Essex*, and for a time was attached to the branch Hydrographic Office at Cleveland.
>
> His experience in aviation began on December 6, 1916, when he was assigned to the Pensacola Air Station for training. He remained there until March 15, 1917, and was later attached for a time to the Curtiss Aeroplane Company. After being sent to Akron, Ohio, he was sent to London for instruction in dirigibles under the British Admiralty. He was trained at the Royal Air Stations at Wormwood Scrubs and Cordin, remaining in that country until February 27, 1918. He was then ordered back to the United States and was on duty at several naval aviation stations, including Rockaway Beach.
>
> From Rockaway Lieutenant-Commander Lansdowne was sent to the American naval air forces in France, and on October 29 was designated to command the Quipavas Naval Air Station. On January 7, 1919, he was detached and sent to Brest, and on March 15 assigned to temporary duty in connection with tests of dirigibles being manufactured for the Navy. From there he went to London when the British were planning to send the *R-34* on a transatlantic flight to this country.
>
> This gave him an unusual opportunity to study the construction and handling of rigid airships, and he had an extensive training which enabled him to obtain a British pilot's license. The British authorities reported to the American Navy officials at that time that Lansdowne was an exceptionally equipped man for handling lighter-than-air ships. He made the fifty-seven-hour trip in the *R-34* to the Baltic, and became a regular member of her crew with routine duties to perform.
>
> After that flight Commander Lansdowne was sent to Germany to study the Zeppelin being constructed for this country, now named the *Los Angeles*, with the expectation that he would make the trip over with the German crew and take command of her on arrival. There were so many delays, however, that he was recalled, and was attached to the Bureau of Aeronautics until appointed to command the *Shenandoah.*



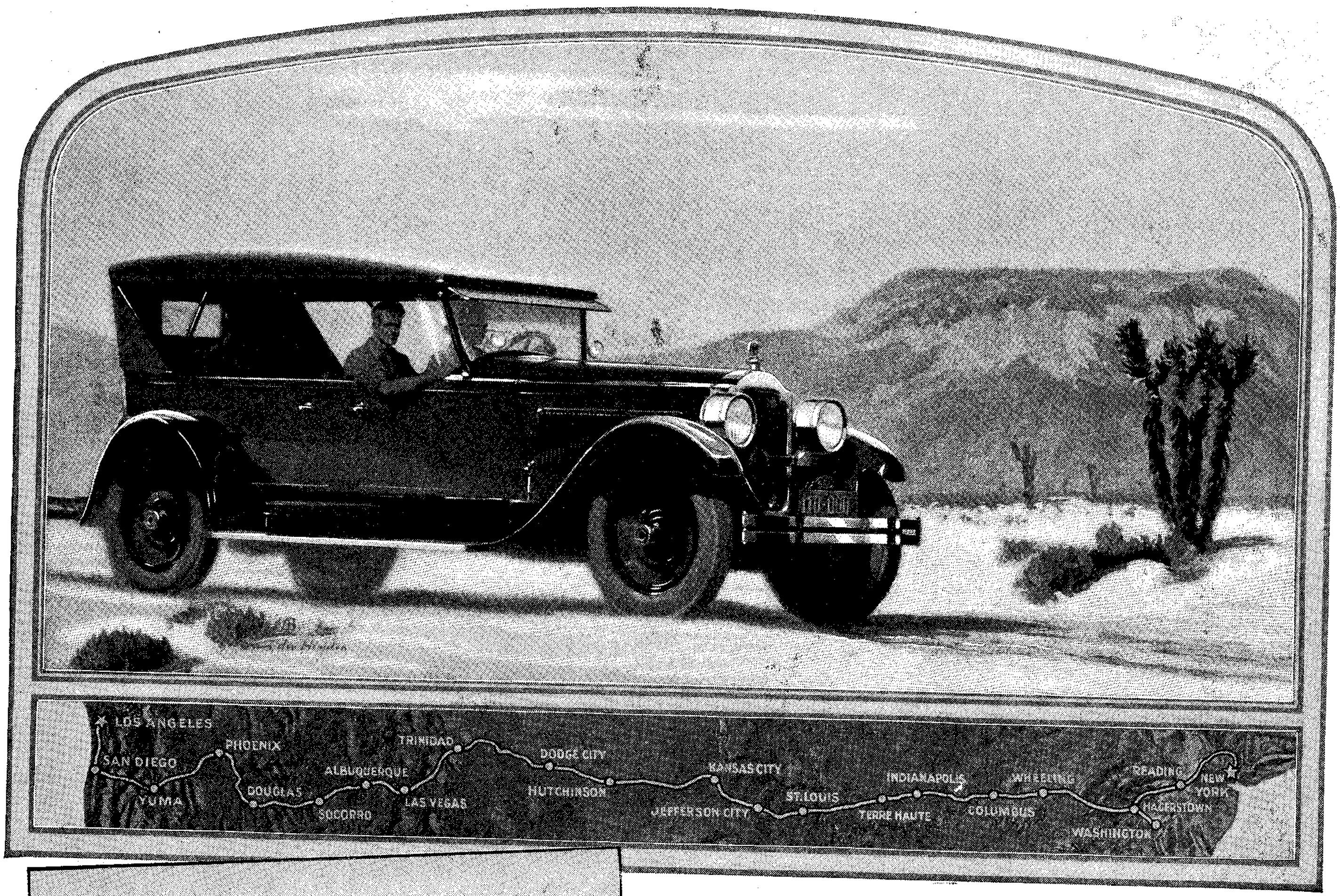
Wide World photograph

ABLE TO READ ABOUT IT

One of the more fortunate of the injured—Mark Donovan, chief boatswain's mate, whose hurts do not prevent him from enjoying his obligatory rest. (His "digestion" seems all right).

That there was good reason to avoid the risk of subjecting the giant airship to "the menace in currents of upward-rushing air which form line squalls" is pointed out by *The Engineering News-Record.* It reminds us of a warning sounded a year ago by the designers of the *Shenandoah*, Com. J. C. Hunsaker, U. S. N., and C. P. Burgess and Starr Truscott, naval architects in the Bureau of Aeronautics of the Navy Department. In a joint paper, read before the Royal Aeronautical Society of England, they "pointed out the prime importance of due consideration of weather conditions in the navigation of a rigid airship, because of its great size and delicate construction." Recalling which, the New York *Sun* continues:

> The menaces to airships which exist in cumulus or thunder clouds and in their immediate neighborhood are described by the experts, who drew the designs for the *Shenandoah* from


LOS ANGELES
SAN DIEGO
YUMA
PHOENIX
DOUGLAS
SOCORRO
ALBUQUERQUE
LAS VEGAS
TRINIDAD
DODGE CITY
HUTCHINSON
KANSAS CITY
JEFFERSON CITY
ST. LOUIS
TERRE HAUTE
INDIANAPOLIS
COLUMBUS
WHEELING
WASHINGTON
HAGERSTOWN
READING
NEW YORK

### —from Lieutenant Wade's Letter to Alvan Macauley, President Packard Motor Car Co.

New York, N. Y.,

**** I would never have attempted such a trip in any other car but the Packard Eight, for I know that the Packard is the only car equipped with the chassis lubricator and the motor oil rectifier.

**** These devices enabled us to drive the entire 3,965 miles without once changing oil or leaving the driver's seat to lubricate the chassis. To them, and the wonderful Packard Eight motor which never faltered in the 165 hours and 50 minutes continuous driving, I attribute the success of the run.

**** We have suffered no after effects from strain. This is a real tribute to the ease with which the car was handled and its riding qualities. ****

The car came through with a perfect score. We had no mechanical difficulties of any kind. I believe we could have turned right around and driven back to Los Angeles without stopping either car or motor.

Leigh Wade

# SEVEN DAYS
# *Without a Stop!*

Lieutenant Leigh Wade, round-the-world flier, accompanied by Linton Wells, his "aerial stowaway" on the flight, recently drove his own Packard Eight from Los Angeles to New York, 3,965 miles, *without once allowing either the motor or the car to come to a stop.*

The mileage covered was eight times as great as any ordinary car should be driven without change of motor oil. Yet thanks to the motor oil rectifier an analysis of the oil at the finish showed 98% pure lubricant.

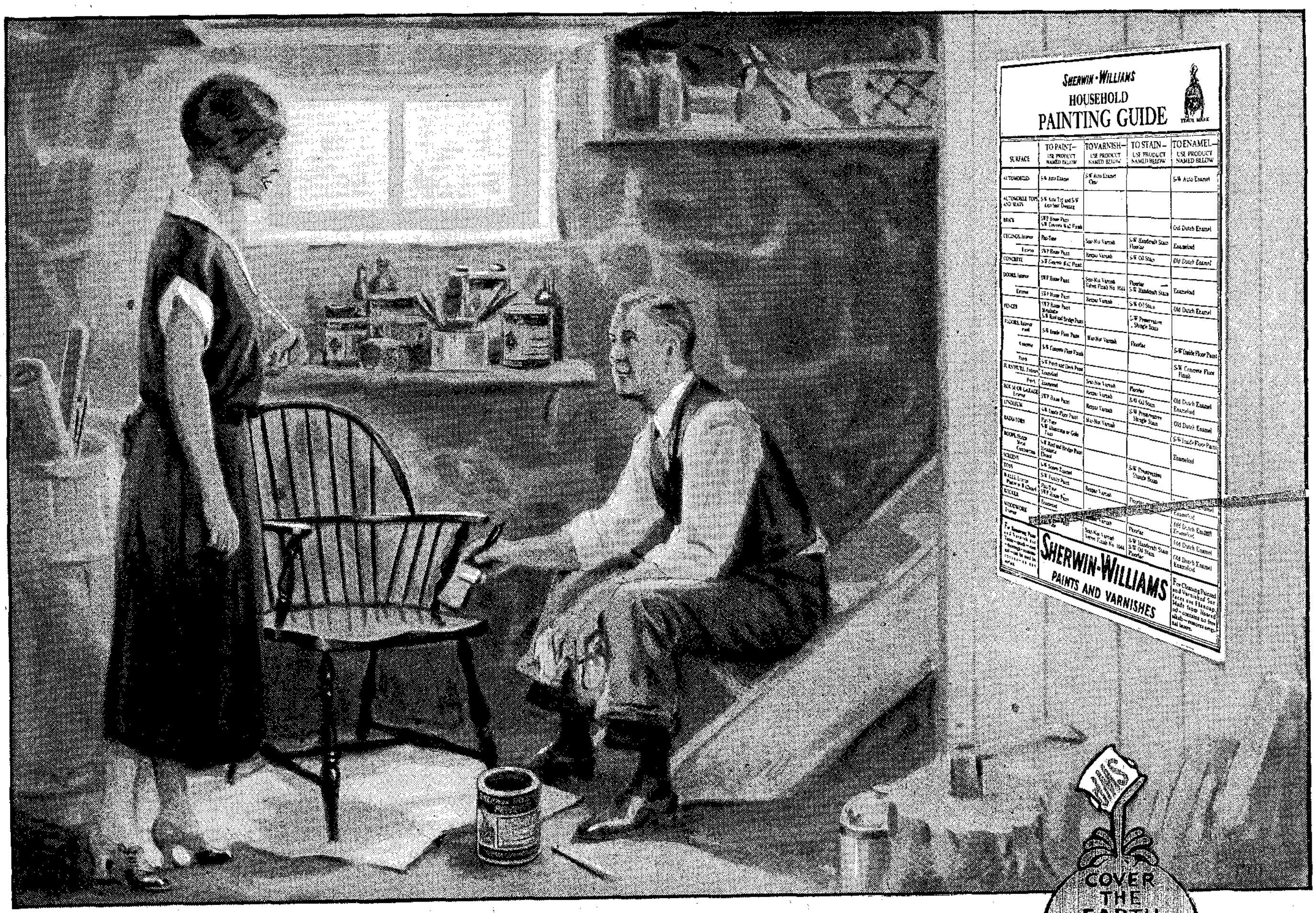
The chassis was thoroughly lubricated *while the car was in motion* by the mere pull of a plunger every hundred miles.

Wade's spectacular trip impresses what the owners of 20,000 new series Packard cars already know—that the chassis lubricator and the oil rectifier mean longer life of parts, smooth, quiet operation and uninterrupted service.

The
PACKARD
EIGHT
Ask the man who owns one

# PACKARD

ASK THE MAN WHO OWNS ONE



COVER THE EARTH

# Two Steps to a Beautiful Home

ONE will give you *immediate* delight. This step is the selecting of lovely decorative colors for your home, colors that you *know* are in beautiful harmony.

The other step will give you *permanent* delight. This step is the selection of materials which you *know* will hold their beauty, year after year.

What is the easy way of taking these steps? It lies in the use of *expert help* that is ready and waiting.

Step No. 1. Select with *expert decorative help* beautiful colors exactly suited to your rooms with their individual sizes, shapes, furnishings and lights.

In your community is an up-to-date paint store known as "Paint Headquarters." Here you will find a wealth of beautiful, new *color suggestions* created by Sherwin-Williams, decorative experts.

Step No. 2. Select, also with expert help, each material that is exactly right for the purpose—made expressly to give lasting results.

At Paint Headquarters, also, you will find the Household Painting Guide which recommends the best possible paint, varnish, stain or enamel for durability on each surface in the home.

This gives you, in effect, the services of an eminent decorator and paint expert, at absolutely no cost.

If you love your home and delight in having it permanently beautiful, this Sherwin-Williams service is made for you. Look for the "Paint Headquarters'" sign and the Household Painting Guide.

Read the helpful free offers on the opposite page. We invite you to write us. Send us the coupon for the beautiful free book showing charming new decorative schemes in color—a book rich in ideas for every home.

*Free decorative suggestions.* No matter what you wish to decorate—a room or a whole house—we invite you to write to the Sherwin-Williams Dept. of Home Decoration. Sherwin-Williams Co., 650 Canal Road, Cleveland, Ohio.

We will send you special, individual recommendations together with lovely new color combinations in wide variety — beautifully reproduced.

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# SHERWIN-WILLIAMS
# HOUSEHOLD PAINTING GUIDE

TRADE MARK

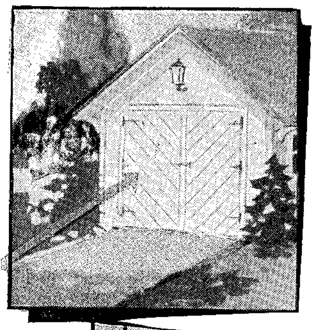
| SURFACE | TO PAINT— USE PRODUCT NAMED BELOW | TO VARNISH— USE PRODUCT NAMED BELOW | TO STAIN— USE PRODUCT NAMED BELOW | TO ENAMEL— USE PRODUCT NAMED BELOW |
|---|---|---|---|---|
| **AUTOMOBILES** | S-W Auto Enamel | S-W Auto Enamel Clear | | S-W Auto Enamel |
| **AUTOMOBILE TOPS AND SEATS** | S-W Auto Top and S-W Auto Seat Dressing | | | |
| **BRICK** | SWP House Paint<br>S-W Concrete Wall Finish | | | Old Dutch Enamel |
| **CEILINGS,** Interior | Flat-Tone | Scar-Not Varnish | S-W Handcraft Stain<br>Floorlac | Enameloid |
| Exterior | SWP House Paint | Rexpar Varnish | S-W Oil Stain | Old Dutch Enamel |
| **CONCRETE** | S-W Concrete Wall Finish | | | |
| **DOORS,** Interior | SWP House Paint | Scar-Not Varnish<br>Velvet Finish No. 1044 | Floorlac<br>S-W Handcraft Stain | Enameloid |
| Exterior | SWP House Paint | Rexpar Varnish | S-W Oil Stain | Old Dutch Enamel |
| **FENCES** | SWP House Paint<br>Metalastic<br>S-W Roof and Bridge Paint | | S-W Preservative Shingle Stain | |
| **FLOORS,** Interior (wood) | S-W Inside Floor Paint | Mar-Not Varnish | Floorlac | S-W Inside Floor Paint |
| Concrete | S-W Concrete Floor Finish | | | S-W Concrete Floor Finish |
| Porch | S-W Porch and Deck Paint | | | |
| **FURNITURE,** Indoors | Enameloid | Scar-Not Varnish | Floorlac | Old Dutch Enamel<br>Enameloid |
| Porch | Enameloid | Rexpar Varnish | S-W Oil Stain | |
| **HOUSE OR GARAGE** Exterior | SWP House Paint | Rexpar Varnish | S-W Preservative Shingle Stain | Old Dutch Enamel |
| **LINOLEUM** | S-W Inside Floor Paint | Mar-Not Varnish | | S-W Inside Floor Paint |
| **RADIATORS** | Flat-Tone<br>S-W Aluminum or Gold Paint | | | Enameloid |
| **ROOFS,** Shingle | S-W Roof and Bridge Paint | | S-W Preservative Shingle Stain | |
| Metal | Metalastic | | | |
| Composition | Ebonol | | | |
| **SCREENS** | S-W Screen Enamel | | | S-W Screen Enamel |
| **TOYS** | S-W Family Paint | Rexpar Varnish | Floorlac | Enameloid |
| **WALLS,** Interior (Plaster or Wallboard) | Flat-Tone<br>SWP House Paint | | | Old Dutch Enamel<br>Enameloid |
| **WICKER** | Enameloid | Rexpar Varnish | Floorlac | Old Dutch Enamel |
| **WOODWORK** Interior | SWP House Paint<br>Flat-Tone | Scar-Not Varnish<br>Velvet Finish No. 1044 | S-W Handcraft Stain<br>S-W Oil Stain<br>Floorlac | Old Dutch Enamel<br>Enameloid |

For Removing Paint and Varnish use Taxite—quick—easy—thorough—economical—can be used by anyone—on any surface.

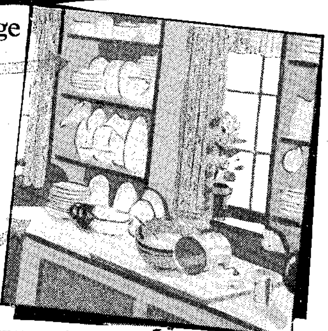
**SHERWIN-WILLIAMS**
**PAINTS AND VARNISHES**

For Cleaning Painted and Varnished Surfaces use Flaxoap. Made from linseed oil—contains no free alkali—restores original lustre.

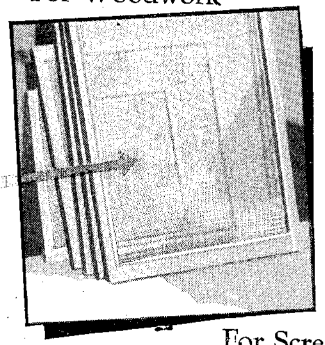
© S.-W. Co., 1925



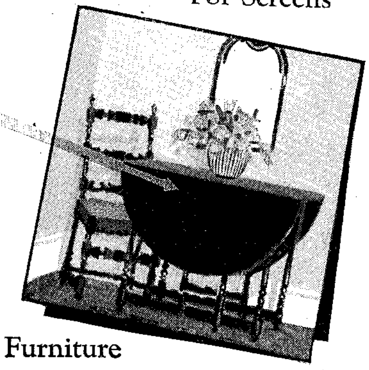
For the Garage



For Woodwork



For Screens



For Furniture

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*Name*.........................................................................

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> studies of a Zeppelin which came down in France in 1918. "From a general survey of existing meteorological data," wrote the designers, "it seems clear that the winds inside a well-developed cumulus cloud are of great violence and present a real menace to an airship. An airship running into such a cloud will experience a sudden and violent force. This force seems entirely impossible to calculate, and cumulus clouds should be considered a warning of danger and should be avoided.
>
> "The existence of veritable fountains of upward rushing air, whose sides at times and places are sharply separated from the surrounding atmosphere," the experts further said, "must be taken account of. The thunder-storm with large, fully developed cumulus tops is also conspicuous and avoidable. It would appear to be folly to enter such a cloud and subject the ship to the unknown dangers of wind, rain, hail and lightning. Barring such spectacular and presumably avoidable hazards as these, there remain, at flying altitudes, convection currents with attendant turbulence which a ship may run into at full speed."
>
> In referring to gustiness resulting from the turbulence of air currents flowing over rough ground, the designers stated in their report that the turbulence was too highly complex to lend itself to exact measurement or general definition. They purposely omitted from the paper any strength calculation for the case of a ship running at full speed through a gusty surface wind.
>
> "The design of the ship, tho making provision for certain assumed conditions of weather," the engineering publication comments, "did not attempt to provide for running at full speed through gusty surface winds or running through the wind which may exist in the heart of a violent squall or storm.
>
> "In two years of successful flight the *Shenandoah* had created for itself a seemingly limitless confidence within the naval administration. Justified by the spectacular first performance of the ship, when storm winds tore it loose from its mast at Lakehurst and wrenched the forward part of its framework to pieces without destroying its ability to fly and maneuver, this confidence could not fail to increase in the subsequent service. In the background, however, there was at all times the knowledge of its designers that the *Shenandoah* was a delicate craft, that various weather conditions, by no means abnormal, might destroy it, and that even more ordinary conditions subjected its frame to stresses so high that only a small factor of safety was left, a margin much lower than the engineer in civil practise likes to think of. A splendid fair-weather ship, the *Shenandoah* was not fit to face every storm."

On top of which the experienced Walter Wellman, in a letter to the New York *Times*, asserts that the Government "should stop wasting money and sacrificing lives in gas airships," and that such vessels "are virtually useless for military purposes," and "have no commercial future." Mr. Wellman continues:

> Whatever may be our hopes and aspirations, this is a practical question; we must face realities. And the realities are that nearly a generation of experience and experimentation with craft of this type has confirmed the opinion exprest fifteen years ago by the writer and others who had had actual, practical contact with this problem, and had studied and analyzed the many factors involved in it. That opinion in substance was:
>
> "Lighter-than-air aerial craft are not and can not be made dependable. They are picturesque, fascinating, but not capable of doing useful work on a scale large enough to warrant their costs and risks. They are extra-hazardous machines suitable only for extra-hazardous enterprises, where risk is a necessary part of the business, like exploration and war. They have no place or prospects in development of the world's work of transportation and communication. The future of aerial navigation, which has been an aspiration of man for centuries, lies with the power plane, not with the gas-bag vessel."

The adventures incident to the airship's downfall were not confined to its navigators. Some of those on the solid Ohio earth had their share of strife and excitement, as exemplified by a case chronicled by the New York *Evening World* in the following dispatch from Caldwell, Ohio:

> A hero of the *Shenandoah* disaster last Thursday morning was found among the native sons of Noble County yesterday. He is a little grizzled farmer who raises turkeys, geese and some crops on a farm near Sharon, but he is the man who grabbed the Navy's giant dirigible by the nose-ring and pulled it to the ground.
>
> Many a time Ernest Nichols has tethered an angered bull to a fence post, but not until last Thursday morning was he ever called upon to be a tamer to a rampant dirigible.
>
> Late yesterday tales began drifting over the countryside about a man who had helped to stop the plunging of the *Shenandoah's* nose over hills and valleys, after it broke from the middle and aft sections an hour earlier near Ava, twelve miles away.
>
> Immediately the board of investigation, which is handling all phases of the disaster which remain to be cleared up, became interested in the story. The board recalled suggestions made by Lieut. William Mayer and others who were in that portion of the ship that supported Nichols's story. Commander Jacob H. Klein, Chief of the Investigating Board, said, after hearing the story, that the Noble County farmer had done "a good job and a great service."
>
> Ernest Nichols was found yesterday in an obscure corner of his barnyard feeding his turkeys and was apprized of the fact that he had done something important.
>
> The story the farmer told is as follows:
>
> "Well, sir, I can show you better than I can tell you. I was in the house (he pointed to a three-room dwelling) when my neighbor called up on the telephone and said an airship was headed for my house and that I had better stop it. I ran out and here it came right through our orchard, headed straight for the house.
>
> "It sure enough was coming right toward my house. I looked up and there was my oldest boy—I have six boys and one girl—sticking his head out of the up-stairs window. I knew I had to stop that thing or the house would be smashed and my kids would be killed. Then, too, I heard the fellows up there (in the *Shenandoah's* drifting nose) yelling, 'Grab hold! Grab hold! Turn her south!'
>
> "So I grabbed hold of the cable that was hanging down and drew it around that fence post. The post snapt right off. I grabbed the cable again and threw it around that old maple stump. The stump had two prongs on it and I thought sure it would hold, but it didn't. By that time the nose was so close to the ground the underside had me backed up against the fence and I had to run. I was headed away from the house then but it knocked off the top of that shed and the wheel on that well and then bowled over that grape arbor. I kept following it and finally threw the cable around that tree.
>
> "All that time I didn't know what the thing was. I didn't know it was so big. Why, it's over 190 feet long.
>
> "Soon my kids came running out and we helped tie it up. Then the men began climbing out. Even then it didn't stay where it was, for we had to tie it again several times during the day and the men borrowed my shotgun and punctured the gas-bags."

Many writers point out a striking contrast between the gallant behavior of the *Shenandoah's* personnel and the curiosity and self-aggrandizement of souvenir hunters and local exploiters who "sought to turn a profitable penny on the nation's misfortune and the tragedy of brave men." The Chicago *Evening Post* takes editorial notice of this matter as follows:

> It was necessary for men of the American Legion who were guarding the wrecked *Shenandoah* and the effects of the men who lost their lives in the disaster, to fire on vandals who are bent on securing "souvenirs" of the airship tragedy. The sole complaint that we lodge against the legionnaires is that they did not shoot straight. The legionnaires missed them, but they country wouldn't.
>
> Over in Europe they say that vandalism is an American disease, but there are pock-marked evidences abroad that the European himself more than occasionally is afflicted. Things most sacred to the decent-minded are the vandal's preferred prey. Anything which is a reminder of a tragic happening, and anything which memorializes heroic death are marks for his degenerate desires.
>
> The grave of the Unknown Soldier under the shadow of the walls of the Hall of Fame in Arlington cemetery has not been free from vandal attacks. For some time it was necessary to station guards at the tomb to save it from mutilation. One day a party of the enlightened citizenry of the United States were interrupted in the midst of a meal for which the marble top of the tomb, set forth with pickles, deviled ham and hot-dog sandwiches, was serving as a table. The Chicago banditry do not stop at murder, but we doubt if they wouldn't stop at this.
>
> Vandalism, as it is practised in America and in Europe, is of various kinds.
>
> Alienists from time to time have decided to undertake a study of vandalism because their treatment presupposes the presence of a brain. The vandal having no brain, it becomes the duty of some other profession to attempt to locate the trouble and prescribe the cure. It's a hopeless job. The legionnaires attempted to apply the only lasting remedy yesterday in Ohio, but unhappily they missed their targets.

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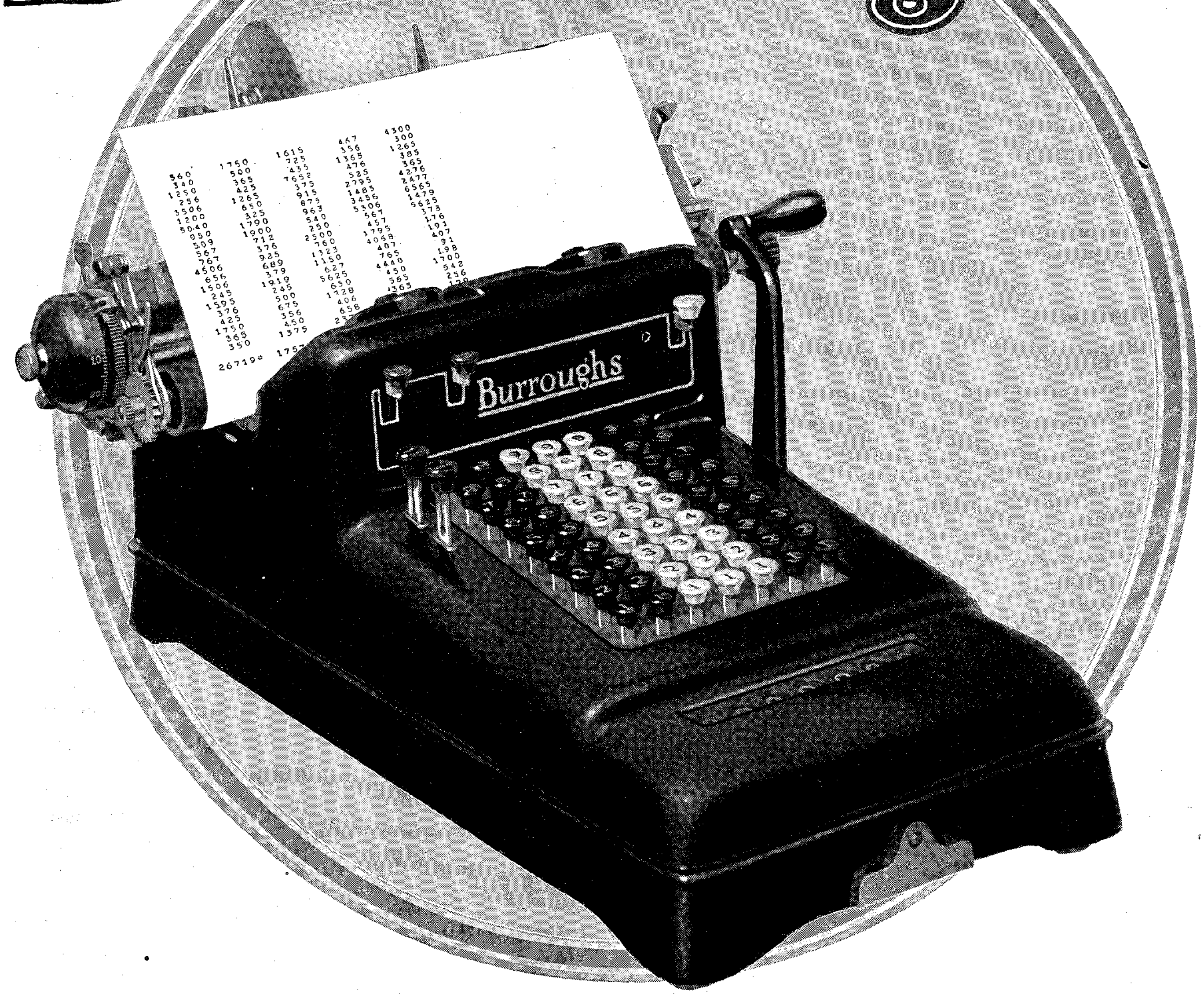
# Burroughs



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is what you get when buying a Burroughs. The Burroughs man brings expert knowledge of modern methods. He analyzes *your* business needs and helps select the right machine for *your* work. He shows how it will make *your* business pay a bigger profit.

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Imported Tan
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**The strongest, handsomest shoes you can buy for Boys and Little Men—$2.50, $3 and $3.50**

# ARE YOU ELIGIBLE FOR THE CATERPILLAR CLUB?

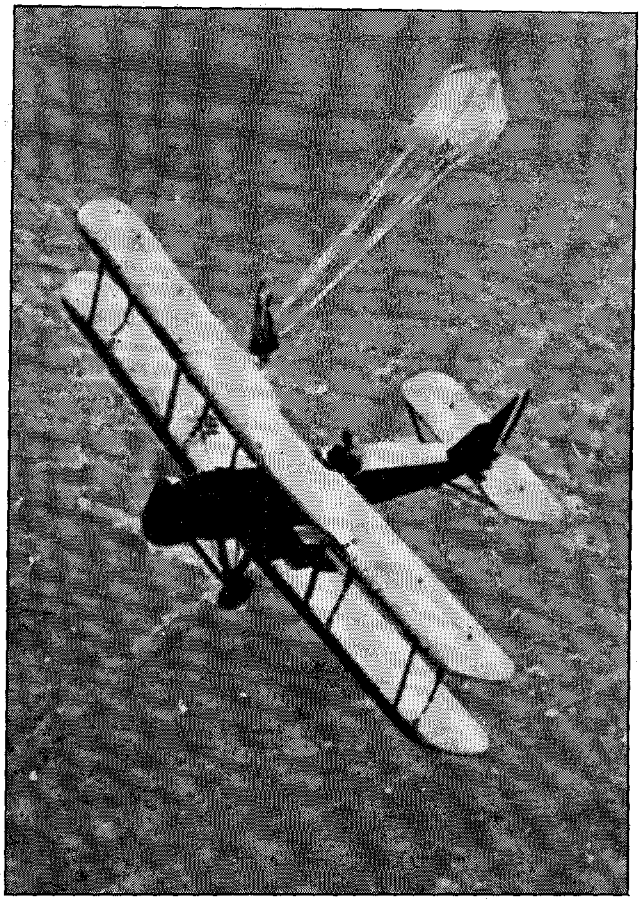
NO professional daredevils are admitted to the latest and strangest in the list of clubs, altho it is necessary that each member should have made a parachute descent. "Jumps for pleasure or thrills do not count," we are told, but "to qualify as an initiate one must have used the parachute as a last resort." In other words, this highly exclusive club is "made up of men who have been forced to leap in parachutes from balloon, dirigible or airplane." Perhaps because its members are not parachutists from choice, it is not called the Parachutists' Club. Its name is the Caterpillar Club, in allusion to certain caterpillars that float through the summer air on their own webs. Clyde F. Rex tells us further in the New York *Times* that the ten members of the Caterpillar Club are all "identified with the air forces of the nation," remarking that "aviation in the United States is not yet sufficiently advanced to permit of civilian membership." And he adds: "Those who from time to time enjoy a ride in the clouds naturally do not hanker for the extra thrill that comes to one who must leave the 'ship' and depend upon a fluffy piece of silk to open and let him gently down to earth." The article continues:

The principle of parachuting is some five centuries old. Most of those living to-day were introduced to the stunt at State and county fairs. The World War brought rapid development of the airplane and balloon until, to the men who were overseas, a parachute jump was an almost every-day incident. The Germans were first to make practical use of the parachute on a large scale, but the Allies soon followed.

A young lieutenant by the name of Frank Luke, from Arizona, before his death destroyed many enemy observation balloons. Usually the occupants leapt from the baskets and escaped by parachute. So it was that Uncle Sam was called upon to develop a suitable chute that could be used by our balloon and airplane pilots alike. Several types were tried out, and, despite the hazard, few lives were lost.

Recently the Army Air Service has adopted a parachute regarded as satisfactory and safe. For the pilot it serves as a cushion upon which he sits, the parachute in its folded pack being strapped to his back. In water it will act as a life-preserver, and in tests thus far it has never failed to function. The pack contains two parachutes. One is a very small one which opens first, making more certain that the larger and more important bit of silk is pulled from its folds and thrown to the wind.

The first parachute descent from an airplane was made in 1912 at St. Louis. This was an exhibition affair. Since that time it has become more or less common, and ten men have been saved from almost certain death by trusting to their aerial life-preservers when motors went bad in mid-air.



International Newsreel photograph

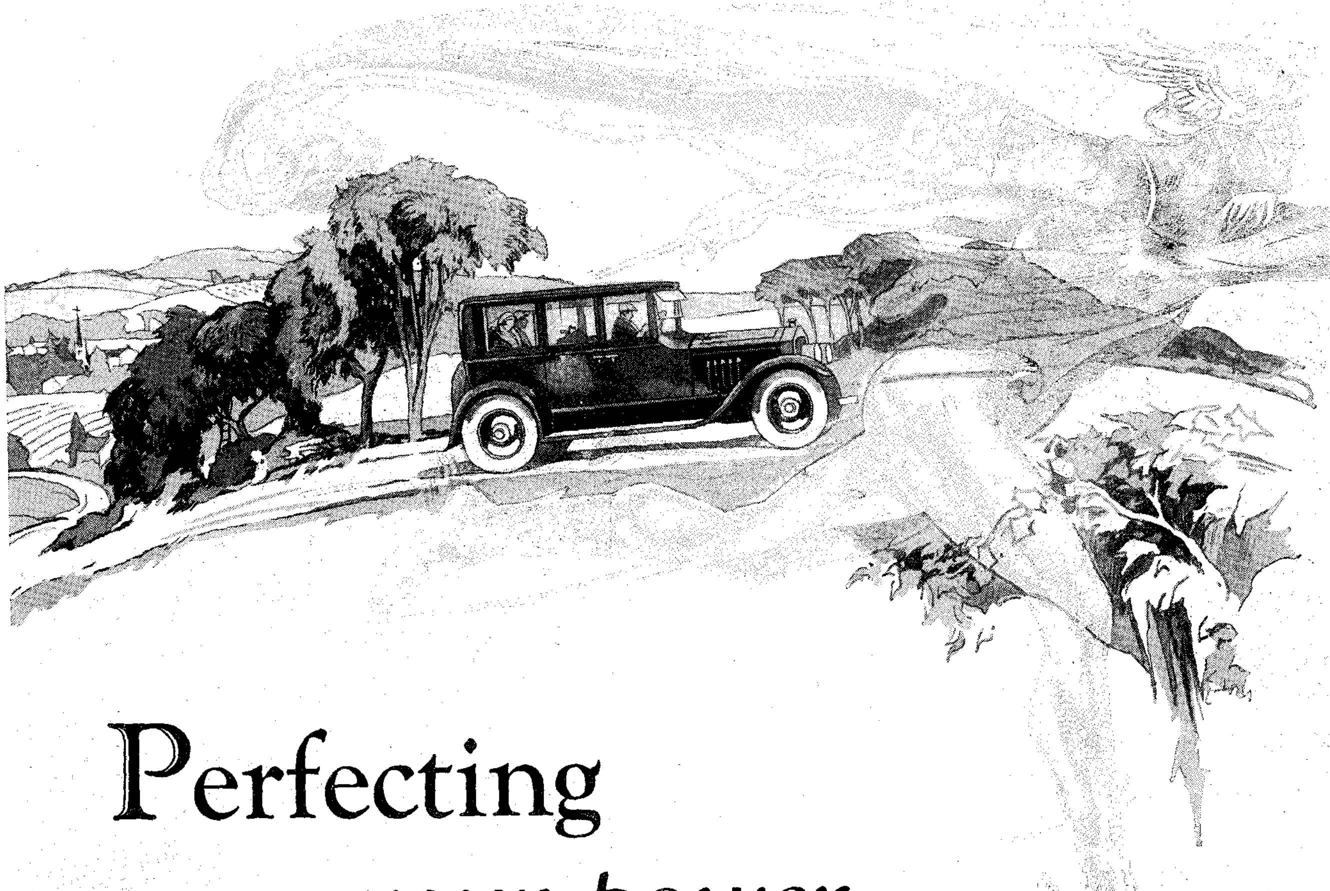
DRAGGED INTO SPACE BY HIS PARACHUTE

A favorite stunt at the Army air fields. "One climbs out on the wing surfaces, pulls the rip-cord and is actually jerked from the ship into space."

First to jump his way into the Caterpillar Club was Lieut. H. H. Harris, who came out of the clouds from a 7,000-foot altitude over McCook Field, Dayton, Ohio, October 20, 1923. Harris was testing a new type of pursuit plane which went to pieces in the air from excessive vibration. He landed in a grape-arbor, uninjured, much to the surprize of a kindly lady who was hanging out the family wash near by.

On June 5, 1924, two planes crashed in mid-air over Kelly Field, Texas. Lieut. W. W. White stood up in the seat of his disabled ship, pulled the rip-cord of his parachute and was lifted clear of the falling planes. The other pilot was killed.

A few days later Lieut. John A. Macready, of coast-to-coast flight fame, was returning to Dayton from Columbus, Ohio, when his motor went dead and he was left helplessly gliding over a city of 300,000 people at night. Try as he did to start the motor, it was of no avail. His only hope was to jump. He glided the plane to the edge of the city, where it was less likely to do damage to property. With one hand on the control stick he climbed over the side



# Perfecting *your power*

## Two lubricating fallacies exposed. *What they overlook:*

HAVE you ever said, "Motors are so perfect nowadays that it doesn't matter much *what* oil is used!"

Or, "I drain off the old oil every thousand or five hundred miles so I'm protected even if I don't use Mobiloil."

A dangerously wrong attitude toward lubrication is betrayed by these two statements.

Automobile engines *are* better in design, construction, and materials than they were five years ago. But—high speeds are more common. In some cars the pistons travel up and down twice as many times in a mile as they did in the 1920 models.

This means twice as many chances for dangerous friction—twice as much possible wear to prevent—twice as much need for *correct lubrication.*

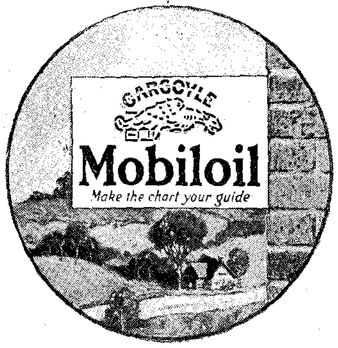
Frequent draining off of old oil is only *part* of the program in economical lubrication. Your oil *must* be correct in body. And its quality cannot be too high.

There is a grade of Mobiloil that is the *most efficient and economical* lubricant for your car. You will find it listed beside your car in the Mobiloil Chart.

In quality Mobiloil sets a world standard. Three out of every four drivers who ask for oil by name specify Mobiloil.

The dealer who recommends Mobiloil builds business on quality and he's a good man to buy from whether you need oil, gas, tires or accessories.

Vacuum Oil Company. Branches in principal cities. Address: New York, Chicago, or Kansas City.


GARGOYLE
Mobiloil
Make the chart your guide

*This sign is the guide to scientific engine lubrication*

### MAKE THIS CHART YOUR GUIDE

THE correct grades of Gargoyle Mobiloil for engine lubrication of prominent passenger cars are specified below.

The grades of Gargoyle Mobiloil are indicated by the letters shown below. "Arc" means Gargoyle Mobiloil Arctic.

If your car is not listed here, see the complete Chart at your dealer's.

| NAMES OF PASSENGER CARS | 1925 | | 1924 | | 1923 | | 1922 | |
|---|---|---|---|---|---|---|---|---|
| | Summer | Winter | Summer | Winter | Summer | Winter | Summer | Winter |
| Buick | A | Arc. | A | Arc. | A | Arc. | Arc. | Arc. |
| Cadillac | A | Arc. | A | Arc. | A | A | A | A |
| Chandler | A | Arc. | A | Arc. | A | Arc. | Arc. | Arc. |
| Chevrolet FB | .... | .... | .... | .... | .... | .... | A | Arc. |
| " (*other mod's.*) | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. |
| Chrysler | A | A | A | A | .... | .... | .... | .... |
| Dodge Brothers | A | Arc. | A | Arc. | A | Arc. | Arc. | Arc. |
| Essex | A | Arc. | A | Arc. | A | Arc. | A | Arc. |
| Ford | E | E | E | E | E | E | E | E |
| Franklin | BB | BB | BB | BB | BB | BB | BB | BB |
| Hudson Super 6 | A | Arc. | A | Arc. | A | Arc. | Arc. | Arc. |
| Hupmobile | A | Arc. | A | Arc. | A | Arc. | A | Arc. |
| Maxwell | A | Arc. | A | Arc. | A | Arc. | A | Arc. |
| Nash | A | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. |
| Oakland | A | Arc. | A | Arc. | A | A | A | A |
| Oldsmobile 4 | .... | .... | .... | .... | A | Arc. | A | Arc. |
| Oldsmobile 6 | A | Arc. | A | Arc. | .... | .... | A | A |
| Overland | A | Arc. | A | Arc. | A | Arc. | A | Arc. |
| Packard 8 | A | Arc. | A | Arc. | A | Arc. | .... | .... |
| " (*other mod's.*) | A | Arc. | A | A | A | A | A | A |
| Reo | A | Arc. | A | Arc. | A | Arc. | A | Arc. |
| Rickenbacker 6 | A | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. |
| Rickenbacker 8 | A | Arc. | A | Arc. | .... | .... | .... | .... |
| Star | A | Arc. | Arc. | Arc. | Arc. | Arc. | .... | .... |
| Studebaker | A | Arc. | A | Arc. | A | Arc. | A | Arc. |
| Willys-Knight 4 | B | Arc. | B | Arc. | B | Arc. | B | Arc. |
| Willys-Knight 6 | A | Arc. | .... | .... | .... | .... | .... | .... |

VACUUM OIL COMPANY

**May-Breath FREE**
*Mail the coupon today*

# A New Solution

of the "bad breath" problem that millions are adopting

*—now carry a sweet breath with you wherever you go*

HERE is a new way to breath sweetness, to quick protection against a grave social offense.

*May-Breath is an antiseptic mouth wash in tablet form.* Dissolve one in your mouth—that is all. Instantly your breath is purified, made fresh and sweet as the Maytime.

Not a perfume to cry out an effort at concealment; but a newly found scientific method that millions are adopting.

It combats all odors, whether coming from the mouth or stomach, *from any cause whatever.*

* * *

May-Breath comes in thin metal boxes that fit into one's purse or a pocket. You have them with you always.

That is most important. Many offend with bad breath simply because corrective measures are not handy. One never knows when a sweet breath will be needed—*urgently.*

* * *

Bad breath comes from so many sources that scarcely one person in fifty avoids thus offending.

Food particles between the teeth can cause it. Smoking is a constant offender. Stomach disorders are another. Certain foods and drinks are chief causes.

May-Breath offers true protection in the simplest manner known.

Never risk close contact with others, never go to a theatre or pay a social call without taking the precaution of a May-Breath tablet.

**A box free**

Let us give you a box. Tear out the coupon before you forget.

*May-Breath is now on sale in Canada*

**MAY-BREATH FREE**
**15c box sent—just mail this**

MAY-BREATH CO., M-190
1104 S. Wabash Ave., Chicago

Your Name..............................

Address..............................

..............................

Only one box to a family.
Canadian Branch: 191 George St., Toronto

## MOTORING AND AVIATION
*Continued*

of the fuselage, then let go. He landed uninjured, while his plane crashed and burst into flames.

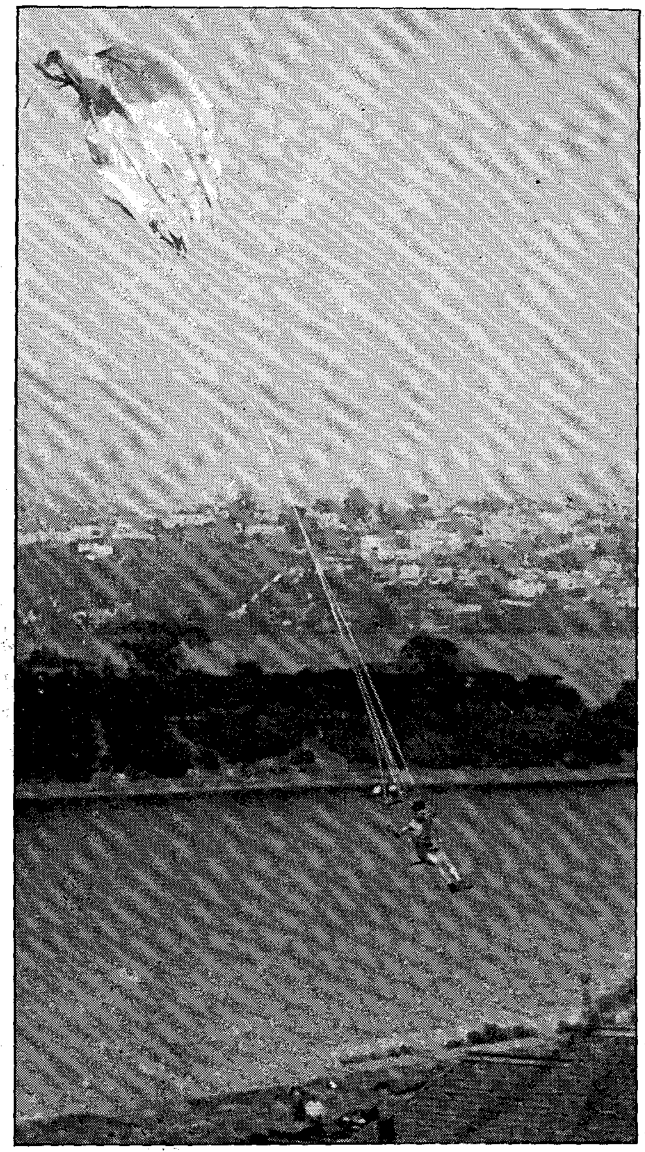
Less than a month later Lieut. A. R. Crawford, a student flyer at Kelly Field, lost control of his plane while doing stunts some 4,000 feet up. He loosened his cockpit belt and jumped to safety.

More recently two men in the same plane over Bolling Field, near Washington, Lieut. L. L. Koontz and Private W. E. Coogin, leapt from a runaway plane and landed without injury. The ship went into a nose dive, from which the pilot could not maneuver it, and both men jumped when but a thousand feet from the ground.

Capt. W. E. Lynn holds the low altitude 'chute record. While his plane was in a tail-spin the rudder bar snapt. He jumped when only 500 feet from the ground. His parachute opened when he was within 150 feet of what appeared to be certain death.

Another member of the Caterpillar Club is Lieut. Frank O. Hunter, Selfridge Field pilot, who left his plane in the air while maneuvering over McCook Field. The pilot with his parachute landed close to the spot where the plane struck the earth, crumpled into a mass and burst into flames.

An interesting parachute adventure occurred March 6 at Kelly Field, when two student pilots, Lieut. C. D. McAllister and Cadet Charles A. Lindbergh, Jr., after colliding in midair, jumped from their unmanageable planes and floated down to safety.



Photograph by International Newsreel, San Francisco Bureau

WHEN A PARACHUTE FAILS TO OPEN

This daredevil, A. L. Reeves, was injured when he struck a building a moment after this "snap was taken. Being a professional, he could not join the Caterpillars.

Cadet Lindbergh is an experienced parachute jumper, and for that reason his official report of the affair to the Chief of Air Service is of interest. It is as follows:

A nine-ship *SE-5* formation, commanded by Lieutenant Blackburn, was attacking a De Haviland *4B*, flown by Lieut. Russell Maughan (dawn-to-dusk pilot), at about a 5,000-foot altitude and several hundred feet above the clouds. I was flying on the left of the top unit, Lieutenant McAllister on my right and Cadet Love leading. When we nosed down on the *DH*, I attacked from the left and Lieutenant McAllister from the right. After Cadet Love pulled up, I continued to dive on the *DH* for a short time before pulling up to the left. I saw no other ship near by. I passed above the *DH* and a moment later felt a slight jolt, followed by a crash. My head was thrown forward against the cowling and my plane seemed to turn around and hang nearly motionless for an instant. I closed the throttle and saw an *SE-5* with Lieutenant McAllister in the cockpit, a few feet on my left. He was apparently unhurt and getting ready to jump.

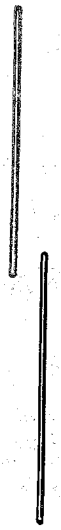
Our ships were locked together with the fuselages approximately parallel. My right wing was damaged and had folded back slightly, covering the forward right-hand corner of the cockpit. Then the ships started to mill around and the wires began whistling. The right wing commenced vibrating and striking my head at the bottom of each oscillation. I removed the rubber band safetying the belt, unbuckled it, climbed out past the trailing edge of the damaged wing, and with my feet on the cowling on the right side of the cockpit, which was then in a nearly vertical position, I jumped backward as far from the ship as possible.

It is not often that we read such a composed and lucid account of a man's observations and experiences in falling almost

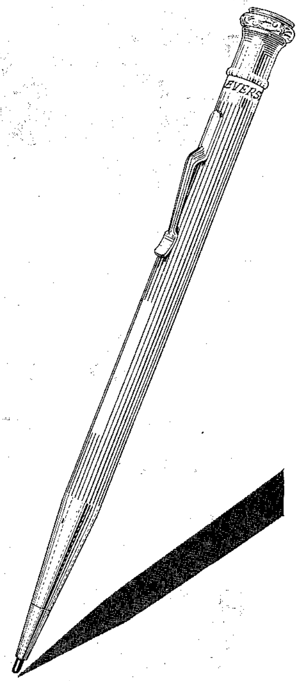
# The big pencil with *the* easy grip *and the* big smooth-writing lead

# EVERSHARP "75"

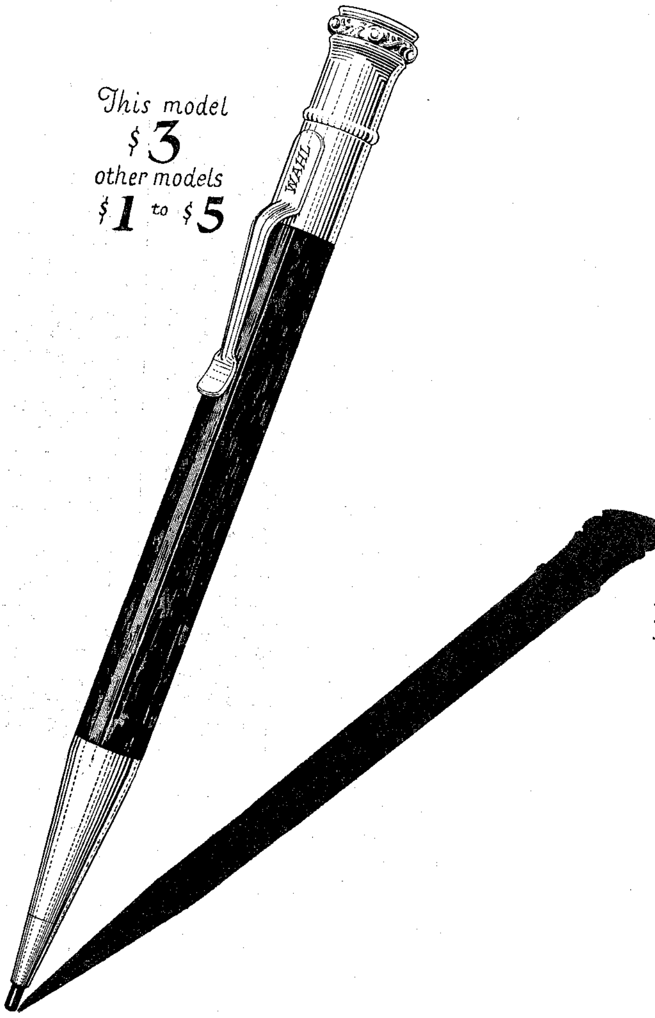
**PERFECTED**



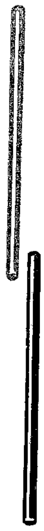
*Red Top Eversharp Leads, standard size—made in black, blue, red, green, yellow, and purple copying.*



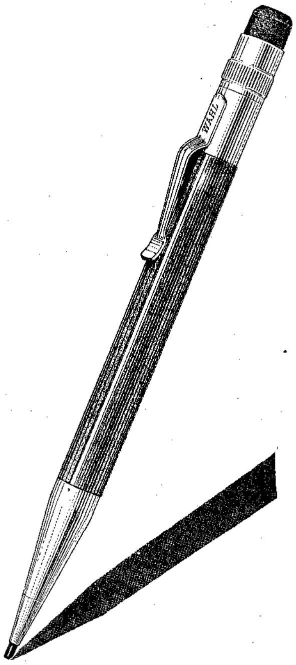
*Standard model Eversharps in regular designs and barrel size, but equipped with the "75" thick lead—$1 to $5.*



*This model*
*$3*
*other models*
*$1 to $5*



*This is the "75" lead. Made in the same colors as the standard Eversharp lead.*



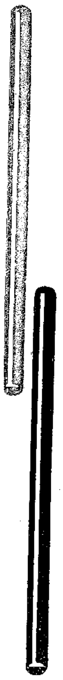
*The desk model "75." Black or red with nickel trimmings, big barrel, and big lead. A beauty and a great value at $1.*

EVERSHARP "75" is the name of a new series of Eversharps using leads almost twice the thickness of those carried by the standard Eversharp.

You will like this big, smooth-writing lead. And Eversharp "75" is made in large barrel models—a big pencil as well as a big lead.

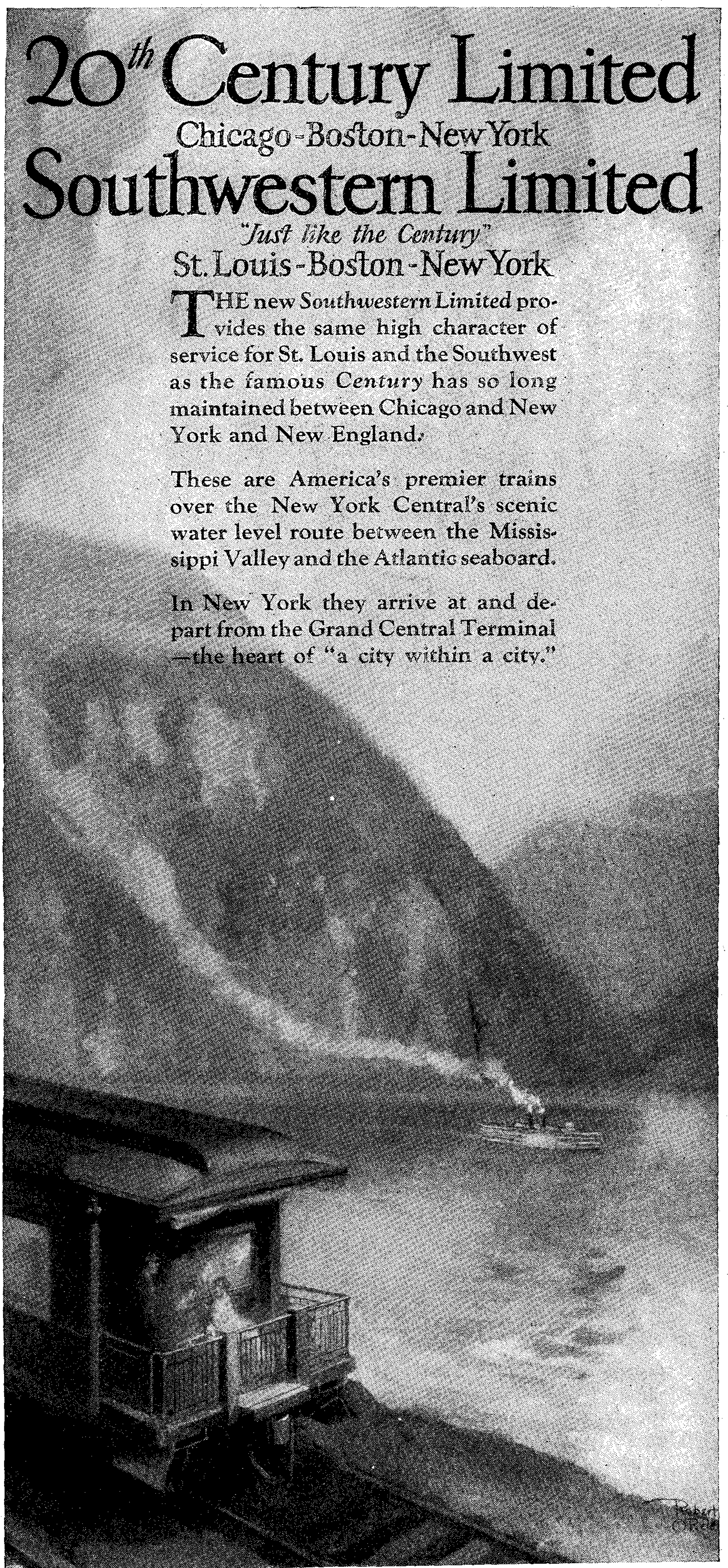
The big pencils have all the Eversharp features, including the famous, patented, rifled tip which holds the lead firmly *at the point,* so it cannot wobble or turn. They are obtainable in black, red, or mottled, with gold trim, at $3—in black or red, nickel trim, at $1. And all are handsome.

Regular model Eversharps with the new thicker lead complete the "75" family. Try the Eversharp "75" at your dealer's.



*The lead for Eversharp checking pencils. Made in black and standard colors.*

*Wahl Eversharp and Wahl Pen* • Made in U. S. A. by THE WAHL CO., Chicago
*Made in Canada by* THE WAHL CO., Ltd., Toronto • *Prices same in Canada as U. S.*



20th Century Limited
Chicago-Boston-New York
Southwestern Limited
*"Just like the Century"*
St. Louis-Boston-New York

THE new *Southwestern Limited* provides the same high character of service for St. Louis and the Southwest as the famous *Century* has so long maintained between Chicago and New York and New England.

These are America's premier trains over the New York Central's scenic water level route between the Mississippi Valley and the Atlantic seaboard.

In New York they arrive at and depart from the Grand Central Terminal —the heart of "a city within a city."

New York Central Lines
NEW YORK CENTRAL LINES
Boston & Albany—Michigan Central—Big Four
Pittsburgh & Lake Erie—New York Central
and Subsidiary Lines

## MOTORING AND AVIATION

*Continued*

a mile to his mother planet. The cadet relates:

"I had no difficulty in locating the pull-ring and experienced no sensation of falling. The wreckage was falling nearly straight down, and for some time I fell in line with its path. Fearing the wreckage might fall on me, I did not pull the rip-cord until I had dropt several hundred feet and into the clouds. During this time I had turned one-half revolution and was falling flat and face downward. The parachute functioned perfectly; almost as soon as I pulled the rip-cord, the risers jerked on my shoulders, the leg straps tightened, my head went down and the chute was fully opened.

"I saw Lieutenant McAllister floating above me and the wrecked ships pass about 100 yards to one side, continuing to spin to the right and leaving a trail of lighter fragments along their path. I watched them until, still locked together, they crashed in the mesquite about 2,000 feet below, and burst into flames several seconds after impact."

With all these distractions the fast-falling Lindbergh did not permit himself to forget the all-important business at which the domestic cat is notoriously proficient—that of landing on one's feet. He tells us:

"Next I turned my attention to locating a landing-place. I was over mesquite and drifting in the general direction of a plowed field, which I reached by slipping the chute. Shortly before striking the ground I was drifting backward, but was able to swing around in the harness just as I landed on the side of a ditch less than a hundred feet from the edge of the mesquite. Altho the impact of the landing was too great for me to remain standing, I was not injured in any way. The parachute was still held open by the wind and did not collapse until I pulled in one group of the shroud lines.

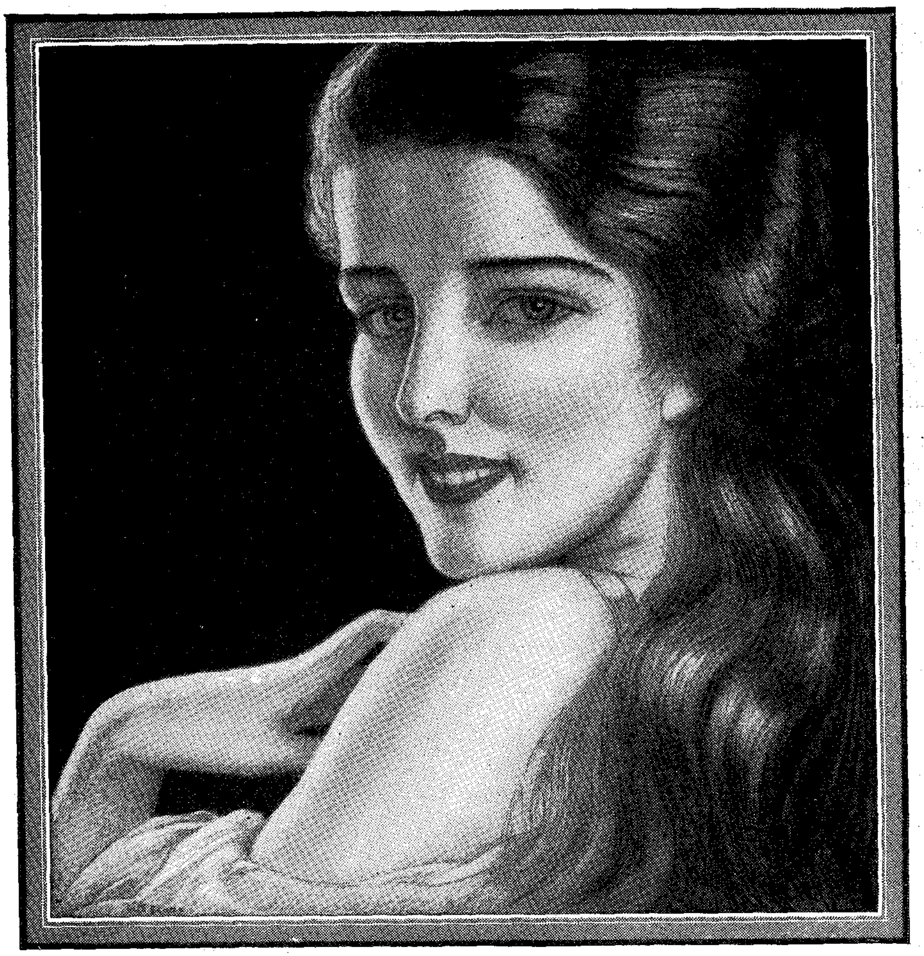
"During my descent I lost my goggles, a vest-pocket camera, which fitted tightly in my hip pocket, and the rip-cord of the parachute."

Three admonitions, says Mr. Rex, are derivable from this amazing affair—

One is that all flying-machines should be equipped with parachutes. Another is that all aviators should be familiar with their use. Another is that more reckoning should be made on the collision possibility, and that in the air, as on earth, special care should be taken to observe the right of way. It is a misnomer to call the escape of the Kelly Field pilots luck. It was skill, discipline, courage and self-possession. Back of all these was the equipment of the airplanes with parachutes.

The most recent, and doubtless one of the most thrilling, aerial adventures was the experience of Lieut. J. T. Johnson, Selfridge Field pilot, latest member of the Caterpillar Club. While en route April 10 from Detroit to New York Johnson's ship began to cause trouble over Sullivan County, Pennsylvania. Oil leaked from his motor while he was passing over mountains and above the clouds. Johnson began to climb his plane in order to glide further after his motor became disabled. No landing-fields were in sight. But let the pilot tell his own story:

"At 10,000 feet," said Lieutenant John-



# The truth about Pyorrhea★

YOU read that the majority of people have Pyorrhea; that Pyorrhea is inevitable with old age. What is the truth about this dread disease?

Your gums, where they join the teeth, thin out to a delicate edge. If you look closely, you can see tiny V-shaped crevices formed by this joining of your teeth and gums. You will find these crevices on the outside of your teeth, in between your teeth and in back of your teeth. They form The Danger Line.

A tooth-brush that is too stiff, a dentifrice containing gritty abrasives, powerful astringents or strong antiseptics will irritate this delicate edge of your gums. Then the gums recede from your teeth; the V-shaped crevices widen and collect food and germs.

The food and germs which so easily collect in these crevices along The Danger Line form acids which cause Acid Decay, gum irritation and often Pyorrhea. These acids must be neutralized—safely.

Remember this—*that Pyorrhea cannot occur so long as the fine, thin edge of gum tissue at The Danger Line remains intact, clean and free from infection.*

Squibb's Dental Cream, made with Squibb's Milk of Magnesia, provides a sure, safe means for protecting the teeth and gums at The Danger Line. Milk of Magnesia has long been recognized by physicians and dentists everywhere as the safest as well as the most effective product for neutralizing acids which attack teeth and gums at The Danger Line.

Squibb's Dental Cream protects the teeth from Acid Decay, and keeps them clean. It keeps the gum edges healthy by neutralizing the acids which otherwise would attack them.

Don't fear Pyorrhea; guard against it by taking proper care of your teeth and gums. Every member of the family should use Squibb's Dental Cream at least twice daily. It is safe for all. At druggists everywhere.

## SQUIBB'S DENTAL CREAM

***Made with Squibb's Milk of Magnesia***

© 1925

★ The price of SQUIBB'S DENTAL CREAM HAS BEEN REDUCED TO 40 CENTS A TUBE. In a little more than three years the demand for Squibb's Dental Cream has increased from a few thousands to many millions of tubes a year. This demand has necessitated the erection of a new manufacturing laboratory in Brooklyn, N. Y. With the completion of this great new plant, certain economies in manufacture have been effected, and the saving has been passed on to you. Squibb's Dental Cream is now 40 cents a tube, instead of 50 cents a tube.

*The "Priceless Ingredient" of every Product is the Honor and Integrity of Its Maker*

---

# $25,000.00

## *In 508 Cash Awards*

First Award, $2000.00; Second Award, $1500.00; Third Award, $1000.00, and 505 other awards in amounts from $500.00 to $25.00.

### Squibb Educational Contest

Each advertisement of E. R. Squibb & Sons has an educational purpose. It gives information which, if followed, will lead to better health. To help accomplish this purpose, we will distribute $25,000.00 in cash awards among 508 contestants who give the best answers to eleven questions.

Ten of these eleven questions appear in this column. The eleventh and last question will be announced on Saturday, October 24, 1925.

### The Questions

Notice that none of the contest questions is difficult to answer, nor does the answering of them require professional or technical knowledge. You can get the information you need to answer these questions from Squibb advertisements—follow them regularly.

1. What is "The Danger Line" in the mouth? Why is it so called?
2. How can you best guard your teeth against Acid Decay and your gums against Pyorrhea and thus maintain your general health?
3. What is the important constituent of Squibb's Dental Cream? Why is it so important?
4. Why should a dental cream be free from grit or similar abrasives?

*5. Of what value are antiseptics, germ-destroying chemicals or astringents in a dental cream?

*6. Why should a dental cream be free from substances that would be harmful when continually used in the mouth?

7. Why is a correct dentifrice of the utmost importance in the care of children's mouths?
8. Why should you have in the family medicine cabinet only such products as are approved by your physician?
9. State one or more points of superiority in each of the following products: Squibb's Milk of Magnesia, Squibb's Castor Oil, Squibb's Cod-Liver Oil, Squibb's Epsom Salt, Squibb's Bicarbonate of Soda.
10. Why is it important to consider the "Priceless Ingredient" before you buy?

---

*Amended

### The Awards

| | | |
|---|---|---|
| 1st award | | $2,000.00 |
| 2nd award | | 1,500.00 |
| 3rd award | | 1,000.00 |
| 2 | awards of | 500.00 each |
| 3 | awards of | 250.00 each |
| 50 | awards of | 100.00 each |
| 100 | awards of | 50.00 each |
| 350 | awards of | 25.00 each |
| 508 | awards totaling | $25,000.00 |

### 100 Special Awards of $25.00 Each

One hundred of the $25.00 awards will be set aside for the 100 contestants who give the best answers to any one question. Winners of the general awards will not be eligible for these special awards. Thus you may answer only one of the eleven questions, or if you answer all or any number of the eleven questions, and your answers as a whole do not win a general award, you have a chance to win one of these special awards.

### You Need the FREE Booklet

We have prepared a new booklet, entitled "The Squibb Educational Contest." This little booklet is filled with interesting and helpful information, which we believe will be of value to you in answering the questions in this contest. It also contains the conditions of the contest. You should have this booklet. We shall be pleased to mail you a copy free of charge. To assure receipt of your copy at an early date, we suggest that you mail the coupon below at once.

CONTEST EDITOR, E. R. SQUIBB & SONS
P. O. Box 1132, City Hall Station, New York City

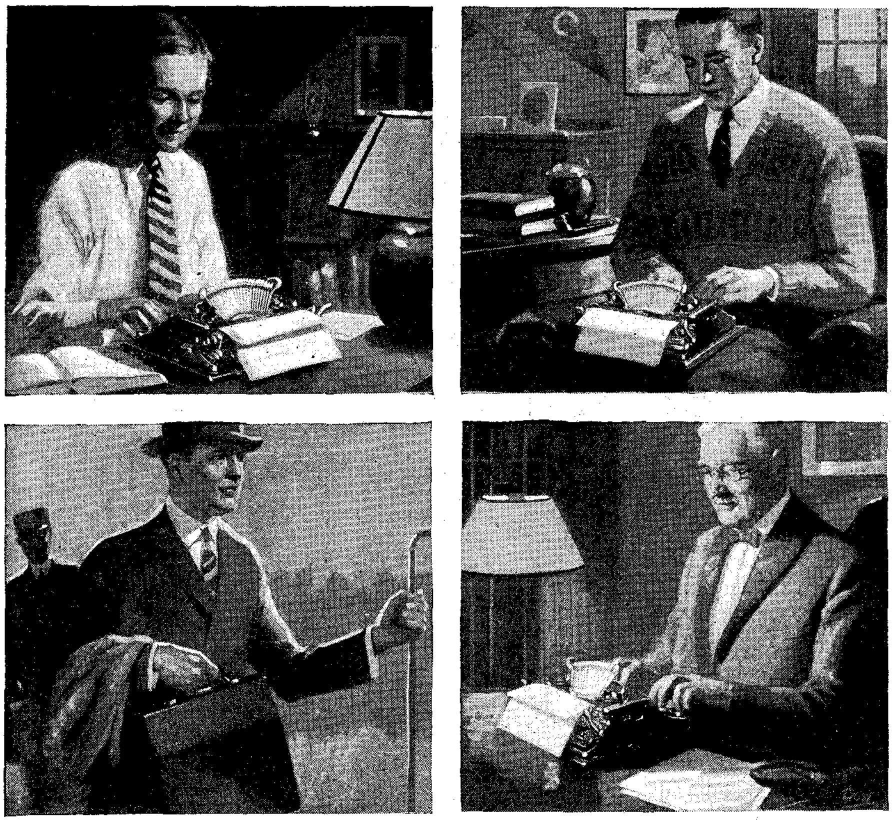
Please send me a copy of your free booklet, "The Squibb Educational Contest." 10-AA

Name..............................................................

Street..............................................................

City..................................State..........................

Date..............................................................



It makes life's writing easier~

FOR every age and every station—for men, women, and children—the New Remington Portable is an invaluable helper.

For the *child* it is an inspiration which facilitates composition and hastens the writing age.

For the *student* it saves valuable time for athletics and other school activities. Then too, typewritten work brings better marks, and correspondence has no burdens.

For the *traveler* it has extreme lightness; for the *professional man* it combines every advantage; and for all it is a time-saving convenience, possessing in compact form all the writing merits of a larger machine.

Our NEW model has several mechanical improvements that give it an efficiency never before equaled in a portable typewriter.

It is the lightest and most portable Portable with 4-row standard keyboard; it is the most compact Portable; it has the longest writing line of any Portable; it accommodates full width paper and long envelopes; it has the finest touch and action; it does beautiful work; its durability has been proved; and *all* the writing is *always* visible.

Be sure to examine the New Remington Portable, or write for our illustrated "For You—For Everybody." Address Dept. 62.

*The New Model Now Available*

The new Remington Portable is sold by Remington offices and dealers everywhere. It is backed by a service that is universal.

REMINGTON TYPEWRITER COMPANY
374 Broadway, New York—*Branches Everywhere*
Remington Typewriter Company of Canada, Limited
68 King Street, West, Toronto

**Remington Portable**

*We believe we make the best typewriter ribbon in the world—and its name is* PARAGON

## MOTORING AND AVIATION
*Continued*

son, "the motor froze, and it soon was evident that my gliding radius was not sufficient to carry me beyond the mountains. I was flying a speedy scout plane with a high-landing speed—one that required a landing-field of some length. To save the plane seemed impossible, so I prepared to jump. I dropt into the clouds before the 'chute opened, and then gently floated down, down, down into the top of an apple-tree. Beyond a few scratches I was uninjured. The plane crashed and burst into flames four miles distant from the farm near where I landed."

Johnson's leap from his disabled ship is one of the highest on record. He walked from the apple-orchard to a road and was soon in telephone communication with his commanding officer, who ordered his return to the Michigan flying-base. It was his first parachute jump, tho he had been in the flying corps for more than six years.

An unwritten law of the Air Service is that when two are in a plane the passenger goes first when it is evident that a parachute jump is necessary. With men in the service there is little hesitancy when that time comes. But when the passenger is a civilian and less accustomed to the laws and ways of aerial travel, it is a different story.

When the 'round-the-world flyers took off on their second hop, from Mather Field, Sacramento, California, to Seattle, several convoy ships from Crissy Field, San Francisco, accompanied the flight. In one of the planes, piloted by Lieut. William Sweeley, was a newspaper photographer. Over the Oregon forests the motor in Sweeley's plane "froze"; stopt dead from lack of oil, and there was no landing-field in sight.

"Jump," yelled Sweeley to his passenger.

But the photographer shook his head. He ducked down in the rear cockpit where it was impossible for Sweeley to get at him and at the same time retain control of his plane. The ship was rapidly losing altitude, with nothing but trees in view below. To crash into the tops of that forest meant almost certain death. But Sweeley stayed with his plane.

Gliding and settling gradually into the bowers of those treetops must have provided a new thrill for even a trained pilot. The photographer was too frightened to foresee the circumstances. The situation was fraught with danger, the most alarming of which was fire.

The crash came. Plane, pilot, and passenger entwined themselves about the upper branches of stalwart firs, to fall some forty or fifty feet below. Luckily the fuselage separated almost in half, there was no fire, and both men escaped with but minor injuries. Sweeley for a time expected to lose an eye, but surgeons saved it. The photographer was dragged through a hole in the side of the "crate" and introduced to some "plane" and emphatic English. He lost his opportunity to join the Caterpillar Club.

It is a bit hard to convince the public that air travel is relatively safe. Nor is there anything particularly difficult about parachuting from an airplane. If one is to drop over the side, the rule is to count three before pulling the rip-cord that releases the 'chute from its pack. Most "drops," however, are via the "pulling-off" method. That is, one climbs out on the wing surfaces, hangs to a strut on the trailing edge, pulls the rip-cord and is actually jerked from the ship into space. The remainder of the trip is a pleasure, according to all full-fledged Caterpillars.

# Money's Red Flag

THEY—thousands of men and women—have precious dollars saved through years of self-denial and courage.

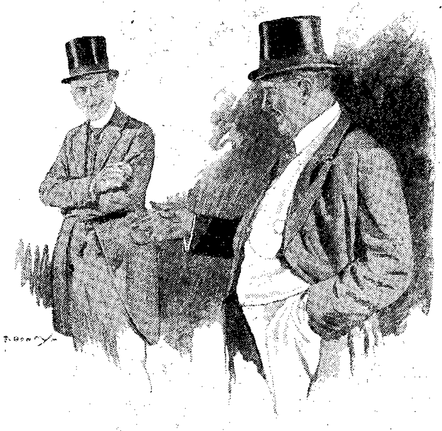
Once they get the notion that their dollars can be doubled or trebled in a short time, through speculation or luck, nothing but the loss of all or part of their treasure brings them to a clear understanding of the perils of investment. They need the danger signal—money's red flag of warning—the danger signal of unwarranted risk.

* * * *

To the office of a big insurance company come pathetic stories of money lost in speculation and unwise investments. Dismayed men and women, when it is too late, tell their experiences of funds provided by life insurance or saved by thrift, lost in wild-cat schemes promising great returns, sunk in "sure thing" tips from well-meaning friends and relatives, or frittered away in stock speculation.

The pity of it is that the hardest blows often fall on those least able to bear them—on men past the age of self-support, on women with no business experience, on young people trying to get a start in the world.

### *The Eternal Temptation*



DOLLAR PIRATES!

**"The first thing to do, Blackie, is to look at the map and pick out a town where smart people have money in banks. Somewhere in this big United States people have been saving up coin for years, just waiting for us to come and get it."**

**So said J. Rufus (Get-Rich-Quick) Wallingford, smiling and engaging character from the pen of the late George Randolph Chester. So true to life—his counterparts are to be found the world over. Bold in the open and cunning behind cover, they plunder alike the simple, the greedy, the rich and the poor.**

**According to Postmaster General New, the people of this country are robbed by dollar pirates of more than $1,000,000,000 a year in mail-fraud schemes alone! How much more is lost through other frauds cannot be estimated.**

**Don't let a Wallingford get *your* savings!**

Over and over again one hears, "Surely there must be some way that I can get more than 6% on my money with safety. I am promised—practically guaranteed—that a certain stock will pay 10% or more and probably double in value. Only a few people know about this. A friend has just told me and says I must act quickly or lose the chance. Shall I invest?" The answer, in most cases, is "NO—that is not an investment, it is a speculation."

The dollar pirates point to a few fabulously wealthy men and tell you that these men took chances. But they say nothing about the brains and the hard work which these men put in, along with their money. The victim listens, believes, plunges—and loses.

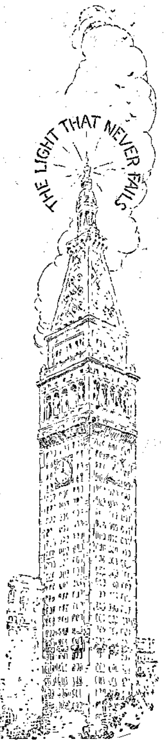
Records show that in all lines of business, good, bad and indifferent, large and small, the majority of new enterprises fail. And in the purely speculative, big-promise ventures the losses are appalling.

There is a definite danger line in investing money, and that line is located today at about 6%. This does not mean that everything below 6% is sound, nor that everything above is speculative, but—Money's Red Flag of warning appears at this level. Beware of the untried, unseasoned offerings. Remember—"the higher the rate the greater the risk." Remember also that those who have but little money to invest are the ones who can least afford to take chances.

### *Investing is a Profession*

Investing money is a highly specialized profession based on a wide knowledge and constant study of many lines of business. None but experts know the comparative and ever changing values of various investments. Safe investments cannot be made on memory of *past* values.

Go to a bank and ask to be directed to the best man to advise you about investment. You will find yourself welcome in the best bank in your community, even though you have only a small amount to invest. The banker of today will try to protect you against fraudulent investments because general prosperity, which includes yours, helps the bank's prosperity.


THE LIGHT THAT NEVER FAILS

**The United States Government is trying to put out of business and put in jail all investment crooks and especially those who prey upon persons of small means—who can least afford to lose their money. Whenever you receive circulars or pamphlets or letters offering to make you rich over night, turn them over to the Post Office Department so that the Government may investigate and, if necessary, prosecute.**

**Better Business Bureaus of various cities, bankers associations, national associations of manufacturers and other groups are issuing warnings against fake stock promoters. Many organizations are joining hands to prevent the stealing of billions of dollars by these financial tricksters.**

**Many of the foremost manufacturing plants are trying to protect their workers by issuing warnings in pay envelopes and on Bulletin Boards. Suggestions for notices will be mailed on request to interested executives.**

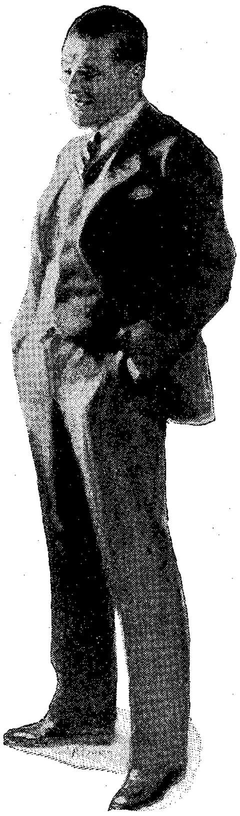
**The Metropolitan Life Insurance Company will neither criticize nor advise as to any particular investment but will be glad to mail free a booklet, "How to Invest Your Money" dealing with the general problem of investing which may aid you to avoid financial pitfalls. Send for it.**

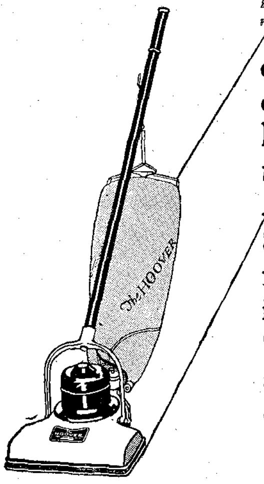
HALEY FISKE, *President.*

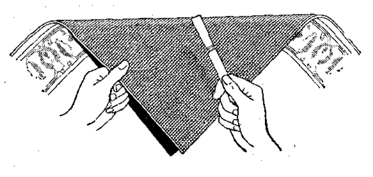
*Published by*

**METROPOLITAN LIFE INSURANCE COMPANY—NEW YORK**

***Biggest in the World, More Assets, More Policyholders, More Insurance in force, More new Insurance each year***







Then he saw it from *her* point of view

It was often a source of wonder to him, how she managed to accomplish so much. But he never knew the cost to her in effort, in time, in the freedom which a man has—and a woman wants. Until, one day, it was all made clear to him. She had found dirt in rugs which *should* have been clean. She had discovered that they must be *beaten*, regularly, frequently. (You, too, can prove this* . . .) And she realized how powerless she was, with the utensils provided her. Distressed, discouraged, she told him of *her* need for aids akin to those which contributed to *his* success. And then he saw it from *her* point of view! The result? A Hoover, of course. For what other electric cleaner do you know of that BEATS *as it Sweeps, as it Cleans?* All he paid down was $6.25. This included the remarkable Hoover dusting tools that fill every "dusting" need. The balance was distributed into easy monthly payments. You can purchase a Hoover on the same plan. See your Authorized Hoover Dealer.

The HOOVER
*It BEATS ... as it Sweeps as it Cleans*

*TO PROVE RUGS NEED BEATING: Turn over a corner of a rug; with the handle of an ordinary table-knife, or something of equal weight, give the under or warp side 15 to 25 sharp *taps* and watch the dirt dance out from the nap depths onto a piece of paper. Feel the destructive character of this grit. This is the dirt your present cleaning methods have missed, *and that beating has dislodged*. Correct use of The Hoover causes this imbedded dirt to be *vibrated* to the surface by the rapid, gentle *beating* of the Hoover brush, as powerful suction *lifts* the rug from the floor and draws all the beaten-out, swept-up dirt into the dust-tight bag

THE HOOVER COMPANY, NORTH CANTON, OHIO
*The oldest and largest maker of electric cleaners* • *The Hoover is also made in Canada, at Hamilton, Ontario*

## MOTORING AND AVIATION
*Continued*

### THE HIGHBROW AS A MOTOR-SMASHER

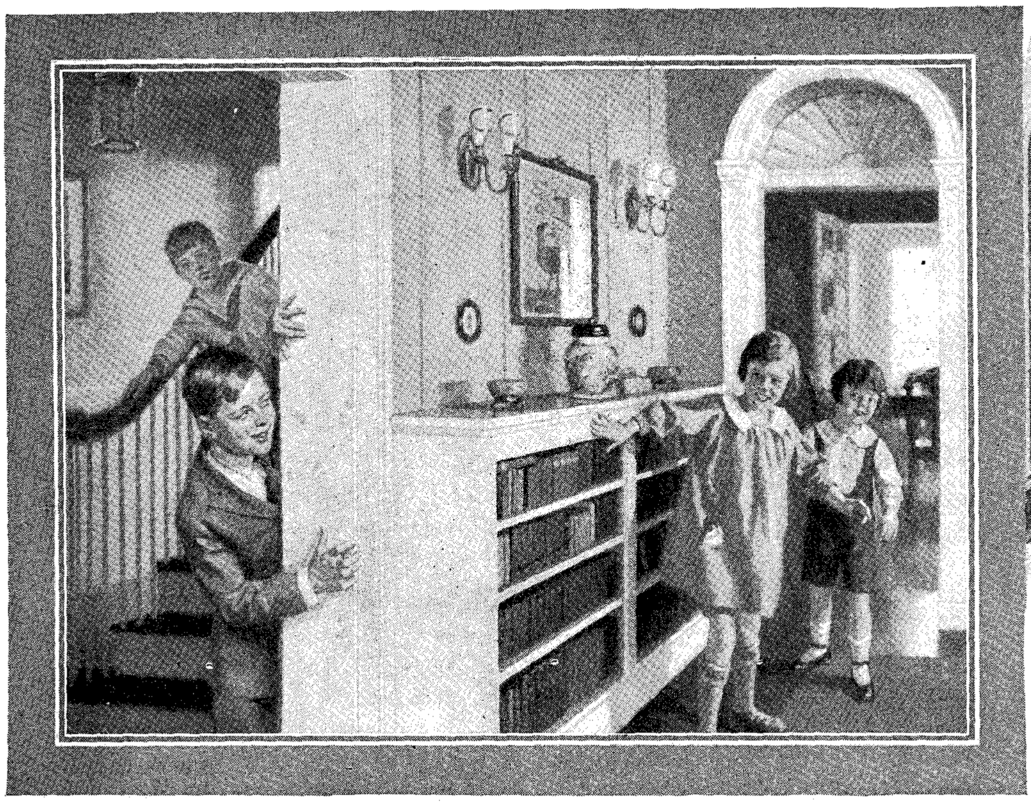
THERE is rough work at the crossroads, it seems, when Professor Highbrow grasps the wheel of his trusty car and steps on the gas. A serious indictment of the "intelligentsia" in relation to the automobile menace has been presented to the National Conference on the Science of Politics. The accuser of the intellectual classes is Dr. W. V. Bingham, director of the Personal Research Foundation. He fired his broadside at the round table on Politics and Psychology at Columbia University. Armed with abundant facts and figures, he announced that data gathered over a period of years "show a greater proportion of accidents among professional men, doctors, lawyers, and business men, than among delivery boys, truckmen, taxi-drivers, and laborers." As reported in the New York *World*, he continued:

> The difference is most marked in a collision with a street car when the driver has absentmindedly started out from the curb without giving warning or looking back to see whether a car is bearing down upon him.
>
> Perhaps the professional man's mind is preoccupied with his patients or his business engagements. Perhaps the delivery boy has learned more thoroughly the need for vigilance and for keeping his mind on his driving.
>
> Surely there is need for a more thorough analysis of the causes of accidents. No one has yet determined precisely where the lower limit of intelligence is, below which an applicant can not safely be trusted with an automobile.
>
> Our problem is to find the most potent incentives to help people to prefer to be careful and considerate. Research is needed into the relative effectiveness of suspension of license as a deterrent, as compared with fines, jail sentences, newspaper publicity, impounding of the vehicle, and other means.
>
> The potency of these negative, repressive means should also be compared with the positive incentives of pride in a clean accident record and the good-will of one's fellow drivers. We must find the best way of helping every one on the road to want to avoid accidents.

One remedy proposed for the motor menace was the establishment of medical bureaus in connection with traffic courts, to explore the physical and mental peculiarities of habitual offenders. As we read:

> To these medical bureaus would be referred the drivers repeatedly involved in accidents or charged with reckless driving. They would be subjected to a medical and psychological examination on their competence and their constitutional and temperamental fitness.
>
> This examination, it was suggested, should include a thorough road test and a searching quiz on traffic regulation, as well as tests on adequacy of eyesight and hearing, judgment of distance, correctness of reaction under conditions of surprize and an inquiry into temperamental traits and emotional attitude.

# *When this lustrous white paint gets soiled* you can *wash* it!



"*WASHING REMOVES THE DIRT BUT NOT THE PAINT*"

### *Handsome as Finest Enamel, yet Economical for the Largest Surfaces*

**Scores of leading hotels, clubs, hospitals, industrial plants, etc., now use Barreled Sunlight for interior painting. Here are just a few prominent users:**

**Hotel Statler, of St. Louis**
**Grove Park Inn, of Asheville, N.C.**
**Liberty Building, of Philadelphia**
**Heckscher Memorial Hospital, of New York**
**Hudson Motor Car Co.**
**Belding Bros. Silk Mills**
**Otis Elevator Co.**
**Kellogg Co.**

**For large jobs Barreled Sunlight can be bought in 55-gallon and 30-gallon churn-equipped steel drums, at a very moderate initial cost. The labor cost of application is low because Barreled Sunlight (containing no varnish) flows on freely with brush or spray. It can be washed clean at any time, and repeated washings will not wear it away. This saves the annoyance and cost of frequent repainting.**

**Barreled Sunlight in quantities of 5 gallons or over is tinted on order, without extra charge.**

IMAGINE your white walls and woodwork painted with a beautiful, lustrous finish that *washes easily like tile!* A finish so satin smooth it can't hold smudges or dust!

Bathrooms finished with Barreled Sunlight retain their clean, sanitary whiteness for months and years—washable from floor to ceiling.

Kitchens with this paint on the walls can be kept spotless, cheerful, inviting.

White woodwork everywhere has a lasting, lustrous beauty.

NOT only does the surface of Barreled Sunlight resist dirt, but the paint itself is *guaranteed to remain white longer than any gloss paint or enamel, foreign or domestic, applied under the same conditions.* A guarantee which is made possible by our exclusive Rice Process of manufacture.

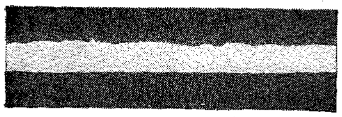
Handsome as the finest enamel, Barreled Sunlight costs less, is easy to apply, and covers better. If a finish in color is desired, Barreled Sunlight may be tinted any shade by the simple addition of oil colors.

You can get Barreled Sunlight in cans from ½ pint to 5 gallons. Where more than one coat is required, use Barreled Sunlight Undercoat first.

Send the coupon for special information on the use of Barreled Sunlight for your type of interior. If sample is desired, enclose 10c for a can containing enough Barreled Sunlight to paint a bathroom cabinet, shelf, mirror-frame, etc.

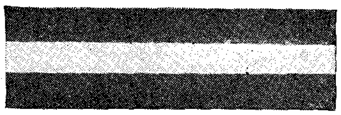
U. S. Gutta Percha Paint Co., Factory and Main Offices, 37-B Dudley Street, Providence, R. I.—New York, Borden Bldg.—Chicago, 655 Washington Blvd.—San Francisco, 156 Eddy Street. Distributors in all principal cities. Retailed by over 5,000 dealers.

### The Microscope shows why!



ORDINARY FLAT FINISH WHITE PAINT

These photographs of cross-sections of paint surfaces were made through a powerful microscope. Each paint was magnified to the same high degree. The astonishing contrast shows why



BARRELED SUNLIGHT

Barreled Sunlight is so easy to keep clean. Its surface is smooth, unbroken and non-porous. It resists dirt and washes like tile.

"Save the surface and you save all"—Paint & Varnish

# Barreled Sunlight

Barreled Sunlight
GLOSS

U. S. GUTTA PERCHA PAINT CO.
37-B Dudley Street, Providence, R. I.

Please send me literature on the use of Barreled Sunlight in—
**Check** ☐ Homes ☐ Commercial Buildings
☐ Institutions ☐ Industrial Plants

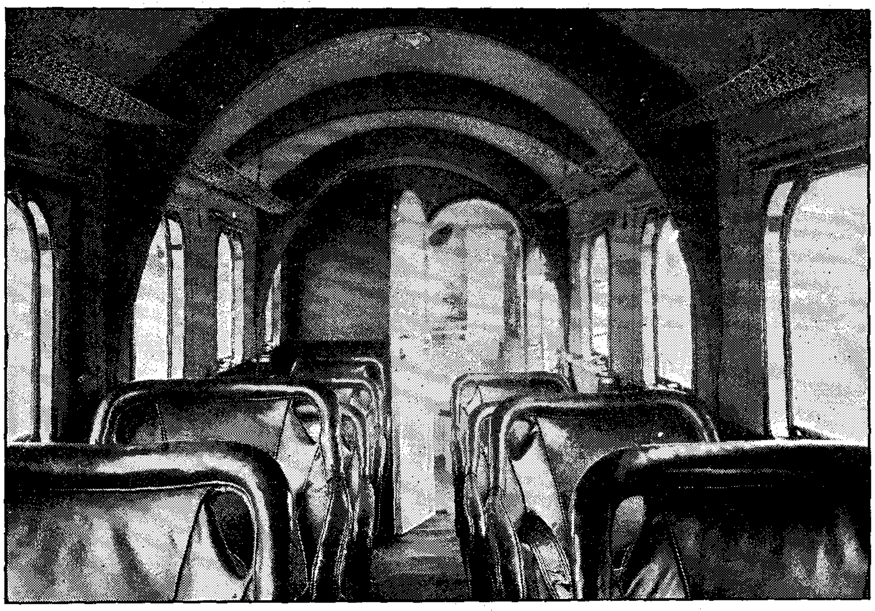
Enclosed find ten cents for sample can of Barreled Sunlight to be mailed postpaid.

Name ..................................................

Address ..................................................

## LUXURY FLYING IN A METAL MONOPLANE

THE peak of development of the all-metal airplane is embodied in a machine now being turned out in Germany, Russia and Sweden, according to the German press. The type here pictured, known as the *G-23* type, has been evolved from the first all-metal cantilever monoplane, built in 1915 by the German engineer, Dr. Hugo Junkers, of Dessau. The original Junkers plane rests in the German Museum in Munich. Germany has witnessed since the war a great development in flying craft for commercial purposes, it is pointed out, particularly of the all-metal type. The favorite metal for their construction is that known as duralumin, first developed for use in the construction of Zeppelins. It combines the qualities of lightness and strength, we read in the *Deutsche Motor Zeitschrift*, which continues:



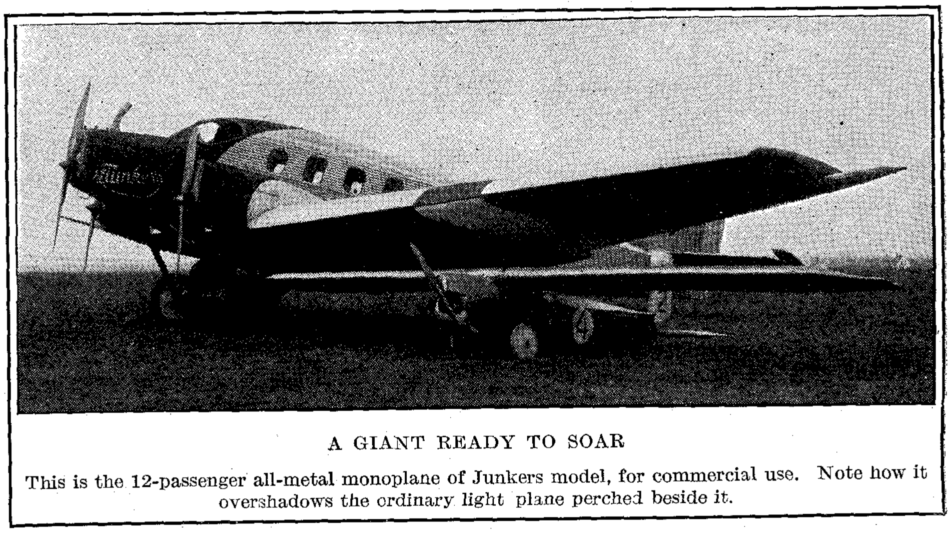
TO TAKE ONE'S EASE IN THE AIR

Twelve passengers can be "comfy" in this monoplane cabin, while over one hundred are provided for in the designs for a new leviathan on wings.

> At the beginning of 1925 the first giant all-metal air-liner appeared. From February of this year on, many passenger-carrying flights have been made in the commercial air services of Germany, Russia, Sweden, and other countries. This monoplane is the result of many years' experience with the *F-13*. The giant air-liner is designed to have, and be flown with, one, two, or three motors. Naturally the multi-motored type is preferable, in case one or more motors should stop in flight. It is also easier to handle as a multi-motored machine. There is one 360 H.P. motor at the nose of the fuselage or body, with two 220 H.P. engines mounted one on either wing a short distance out from the body.

Particular attention appears to have been given to the provision of luxurious accommodation for passengers. As we read:

> The cabin is commodious, with comfortable armchair seats for twelve passengers. The window-panes are of cellu, a non-inflammable compound similiar to celluloid. Everything needed for complete comfort of the passengers is provided. The fuselage has the usual Junkers straight lines, while the wings are completely free to act upon the air, there being no braces, struts, or guy wires. As these corrugated, sheet-metal wings are very thick, in cross-section, it is possible to place the side motors



A GIANT READY TO SOAR

This is the 12-passenger all-metal monoplane of Junkers model, for commercial use. Note how it overshadows the ordinary light plane perched beside it.

Men who appreciate the new comfort in dressing—felt hats instead of derbies, soft collars instead of starched, broad shoes instead of toe-crampers—are quick to adopt the

**HATCHWAY**
**NO-BUTTON**
**UNION SUIT**

Combining style and comfort with economy, the Hatchway is the ideal union suit. Knit to fit, it knows no buttons, because it's buttonless. And that means no buttonholes to be mended, no buttons to be sewed on, no troublesome repairs.

Step into a Hatchway and give your body a treat. Over a million men and boys today know what real underwear comfort is.

**HATCHWAY is made to please every taste. To suit every pocketbook. Medium or heavy, in cotton, wool, worsted or mercerized fabrics. Most good dealers sell HATCHWAY UNION SUITS. But if you have the slightest difficulty getting exactly what you want, we will gladly see you are supplied, *delivery free*, anywhere in the United States.**

Men's Suits
$2.00; $2.50; $3.00; $4.00; $5.00; $6.00

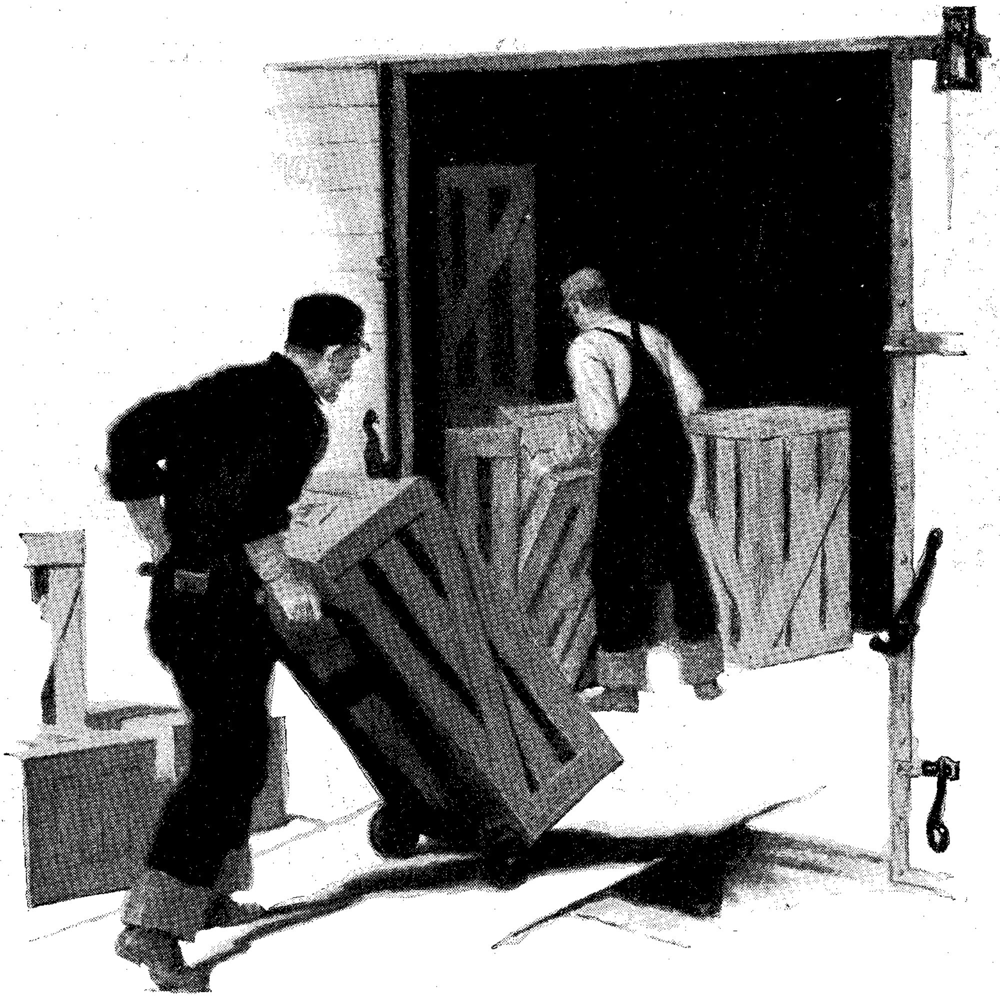
Boys' Suits
Ages 6 to 16 only—$1.50; $2.00

**West of the Rockies 25 cents per garment should be added to the above prices.**

**In ordering, please write, stating size and enclosing check or money order, direct to our mill at Albany. A beautiful catalogue illustrating the complete line of HATCHWAY UNION SUITS in both winter and summer weights sent free on request.**

DEALERS
Write us for samples and swatches if you are interested in stocking Hatchway Union Suits, or ask to have our representative call. In certain localities exclusive agencies are open to the right kind of merchant.

FULD & HATCH KNITTING CO.
Albany New York
*Woods Underwear Co., Ltd., Toronto, Canada, Licensed Manufacturers of these lines for Canada.*



# From Iowa to India

*A Mid-West firm . . a rush order from abroad . . Marine Insurance needed—quick! Our agent called in . . coverage obtained overnight . . an important sale consummated . . immediate cash from the bank! . . American products protected by this great American company all the way "from Iowa to India"!*

NO LONGER is it necessary for *you* to seek Marine Insurance outside the insurance facilities of your own locality.

Under our Zone System, the services of an expert Marine Underwriter are available immediately through the local agent in *your* home town. Whenever you need protection for merchandise, mail, baggage, parcel post, valuables—any overseas or domestic shipment—our representative will give you instant coverage through this dependable company whose policies are payable in all parts of the world.

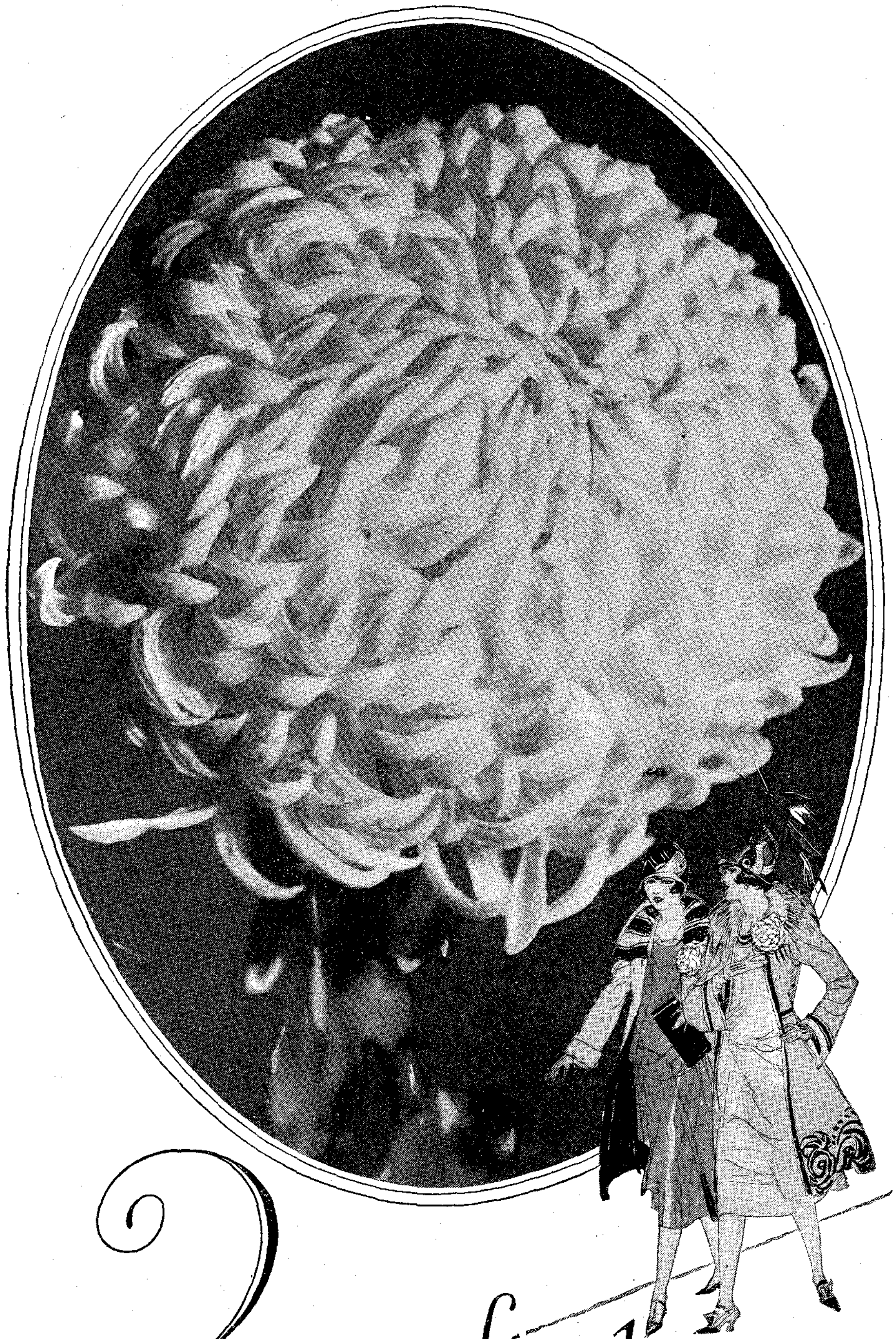
Affiliated with The Automobile Insurance Co., of Hartford, Connecticut, are the Ætna Life Insurance Company, and the Ætna Casualty and Surety Co. These companies issue virtually every known form of policy—Life Insurance in all its branches; Group Life; Group Disability; Accident and Health; Automobile; Compensation; Liability; Burglary; Plate Glass; Fire; Water Damage; Marine; Transportation; Fidelity Bonds; Surety Bonds, etc. Insure according to your needs—as you prosper and as your obligations increase.

GET acquainted with the representative of The Automobile Insurance Co., of Hartford, Connecticut, in your community. His company is a unit of the strongest multiple-line insurance organization in the world. He is a man worth knowing.

Wherever you live, an intelligent representative of this company always is available to give you sound insurance advice—information and counsel that may mean the saving of thousands of dollars. Let him tell you—today—about the unsurpassed protection afforded by his company.

THE AUTOMOBILE INSURANCE CO., OF HARTFORD, CONNECTICUT

*AFFILIATED WITH ÆTNA LIFE INSURANCE COMPANY ÆTNA CASUALTY AND SURETY COMPANY STANDARD FIRE INSURANCE COMPANY*



Queen of autumn

THE CHRYSANTHEMUM is glorious now. Regal, stately, dazzling, magnificent—queen of autumn. Golden with the sun of Indian summer—white with the whitest white that nature knows. And in a score of various hues.

A single chrysanthemum to *wear* is magnificent. A vase of them in the living room brings golden autumn indoors. Chrysanthemums are glorious—*now*. Enjoy them.

*Flowers to all the world with the speed of light. Your florist can Telegraph flowers for you anywhere any time*

Say it with Flowers

## MOTORING AND AVIATION
*Continued*

within them, where the tanks are now located. This will make them free of all obstructions and capable of moving forward through the air with the minimum resistance.

But the most astonishing development in the direction of utilizing the inner spaces of the thickened wings is shown, we are told, in the model designated *J-1000*, "in which the passenger cabin itself is contained within the wings." Naturally such a plane is to be of gigantic size. We read that its spread is to be 220 feet, and that "it will easily carry one hundred passengers." Of the metal employed, we read:

"Dr. Junkers's great experience in the building of all-metal airplanes, the result of fifteen years of experiment in constructing and flying them, has caused him to see other uses for duralumin, and he has built rowboats, motor-boats, and sailboats of this material."

### DAVID STARR JORDAN'S CLAIM TO "THE FIRST CAR RIDE"

NEXT to Paul Revere's ride, we are told, "the most important ride in American history is the ride in the first American-built automobile." This latter achievement has been credited to the late Elwood Haynes, among others, but now Dr. David Starr Jordan, chancellor of Stanford University, California, comes forward with an earlier claim to having been himself the Paul Revere of the "gas-buggy"—or, at all events, to having been the horseless Paul's passenger. In recording which for the San Diego *Sun*, Max Stern points out that Dr. Jordan's historic trip took place two years before Elwood Haynes's "famous non-stop dash of one mile and a half" in 1894, in "a little wheezy 'bug,' built and driven by Haynes in Kokomo, Indiana."

Here let it be interjected that another vigorous claimant to the title, "Father of the Automobile," is Charles E. Duryea, whose testimony on the subject was presented in THE LITERARY DIGEST of August 1. But Dr. Jordan's recollections are quoted here solely for their personal interest, without reference to the disputed question as to the parentage of the motor-car in America. Mr. Stern writes:

Recently Dr. Jordan saw an account of Haynes's "first tour." He issued a protest, claiming the honor for his adopted State, California, instead of his native State, Indiana, and telling of the first real auto ride in America, one that took place in 1892, two years before the ride of Elwood Haynes, one that he took part in as a passenger and one that was a regular long-distance, hill-climbing, speed-burning journey.

According to Dr. Jordan the first going auto was built in San Francisco, and its first ambitious hop was through the Santa Clara valley and up to the top of Mount Hamilton, a distance of twenty-six miles

FADA
Radio

If it's in the air
Fada gets it

FADA has set a standard of reception by which, more and more, all radio performance is being judged.

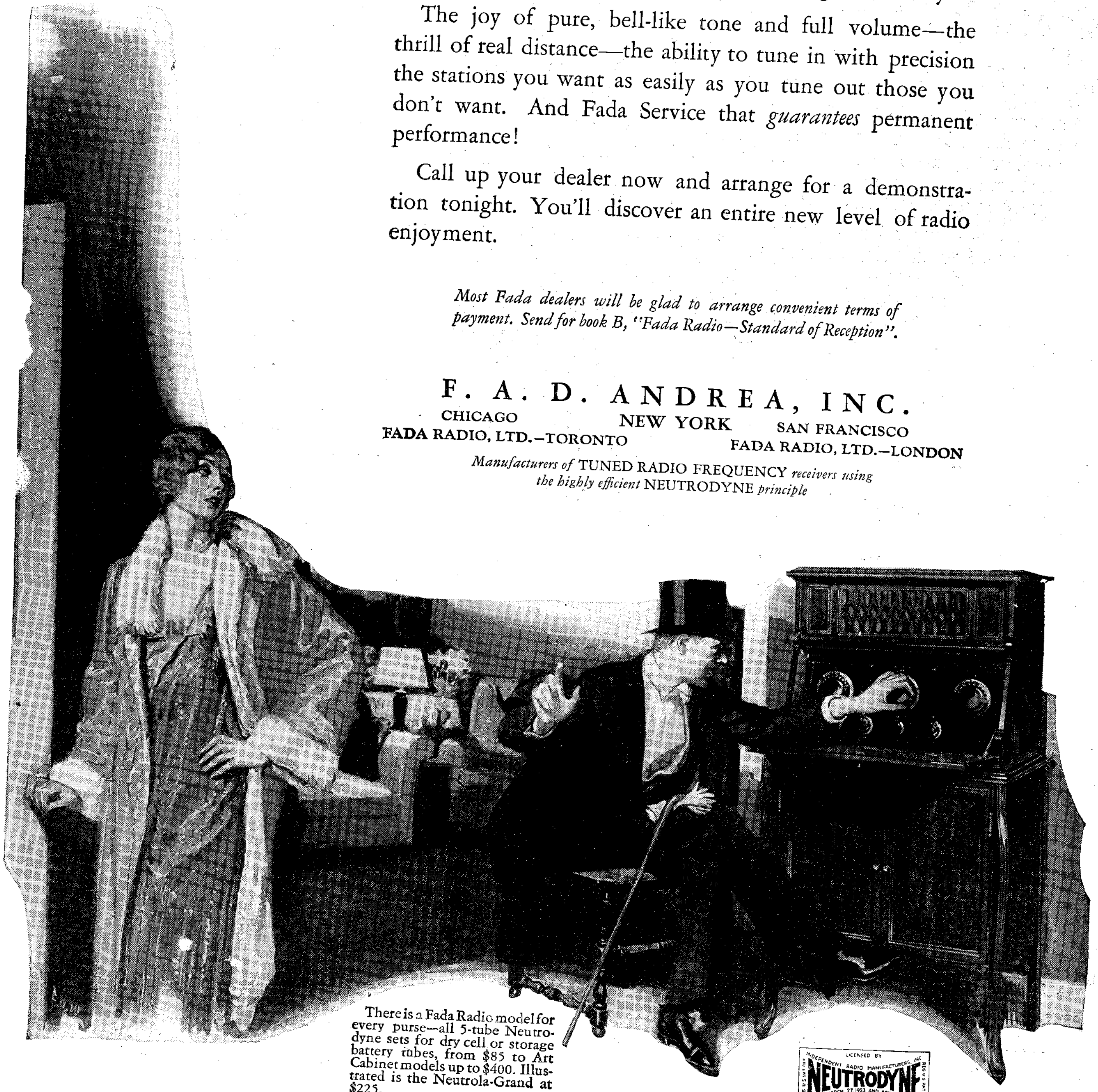
Learn what this standard offers *you*—by a complete demonstration in your own home, without obligation to buy.

The joy of pure, bell-like tone and full volume—the thrill of real distance—the ability to tune in with precision the stations you want as easily as you tune out those you don't want. And Fada Service that *guarantees* permanent performance!

Call up your dealer now and arrange for a demonstration tonight. You'll discover an entire new level of radio enjoyment.

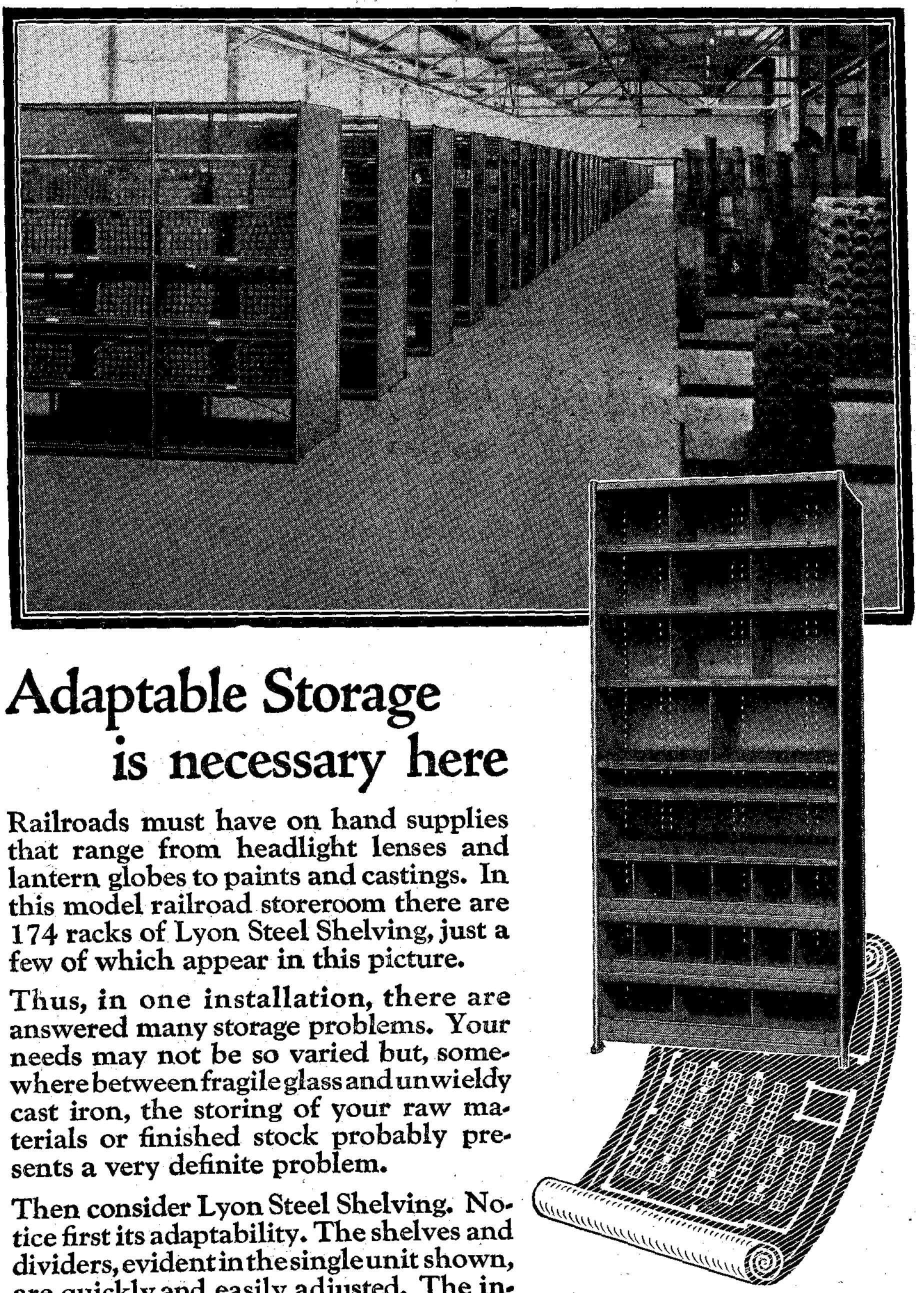
*Most Fada dealers will be glad to arrange convenient terms of payment. Send for book B, "Fada Radio—Standard of Reception".*

F. A. D. ANDREA, INC.
CHICAGO NEW YORK SAN FRANCISCO
FADA RADIO, LTD.—TORONTO FADA RADIO, LTD.—LONDON
*Manufacturers of* TUNED RADIO FREQUENCY *receivers using the highly efficient* NEUTRODYNE *principle*



There is a Fada Radio model for every purse—all 5-tube Neutrodyne sets for dry cell or storage battery tubes, from $85 to Art Cabinet models up to $400. Illustrated is the Neutrola-Grand at $225.

LICENSED BY
INDEPENDENT RADIO MANUFACTURERS, INC
REG U S PAT OFF
NEUTRODYNE
REG U S PAT OFF
PAT. MARCH 27, 1923 AND APRIL 1, 1924
HAZELTINE PATS NOS 1450 080 AND 1489 228
OTHER PATENTS PENDING
F.A.D. ANDREA INC., 1581 JEROME AVE., N.Y.C.



LYON STEEL SHELVING

Adaptable Storage is necessary here

Railroads must have on hand supplies that range from headlight lenses and lantern globes to paints and castings. In this model railroad storeroom there are 174 racks of Lyon Steel Shelving, just a few of which appear in this picture.

Thus, in one installation, there are answered many storage problems. Your needs may not be so varied but, somewhere between fragile glass and unwieldy cast iron, the storing of your raw materials or finished stock probably presents a very definite problem.

Then consider Lyon Steel Shelving. Notice first its adaptability. The shelves and dividers, evident in the single unit shown, are quickly and easily adjusted. The installation can be expanded at will.

Features of design, exclusive to Lyon, make this the strongest, most rigid standard shelving made. It is easy to erect or to take apart. Parts are standard, interchangeable, always available.

Use Lyon units with a Lyon plan for your tool, stock or storeroom. Enjoy Lyon Engineering Co-operation. Write us about your requirements.

Lyon Engineering Service

Lyon Engineers will help you lay out your stock or tool room, plan the arrangement of the units, and present—in blue print form—their recommendations as to the equipment you need—without cost to you or obligation to buy.

Write us direct, or to the branch nearest you and have a definite plan for your present and future storage needs.

LYON STEEL PRODUCTS

For Every Storage Need

Lyon Metallic Manufacturing Company
Aurora Illinois

Also Manufacturers of Lymetco Steel Cabinets sold through leading office equipment and stationery stores, and Lyon Auto Parts Control Systems for automotive dealers, sold by automotive jobbers

BOSTON 161 Devonshire St.
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Authorized Agents in Other Principal Cities

## MOTORING AND AVIATION
*Continued*

and a height of 4,400 feet. Here is the story as told by the sage of Palo Alto in his study in Jordan hall on the Stanford campus:

"In the interests of scientific accuracy I have just undertaken to correct a story going about, that the first automobile ride took place in Kokomo in 1894," he said. "I recall a day in October, 1892, when in San Francisco at the first football game between Stanford and the University of California, I was given a lift from the depot to the field by a man named Elliott. It was in a self-propelling vehicle which he called by that infernal name, half-Greek and half-French, that still sticks to it, an automobile. He had built it from designs of a gas-engine in a French technical journal. The thing went very well, as I recall, on the level at a rate of speed between two and four miles an hour. Elliott wanted to test it on a long trip and up-hill, and asked me to go with him to the top of Mount Hamilton, where Lick observatory was located, and I agreed.

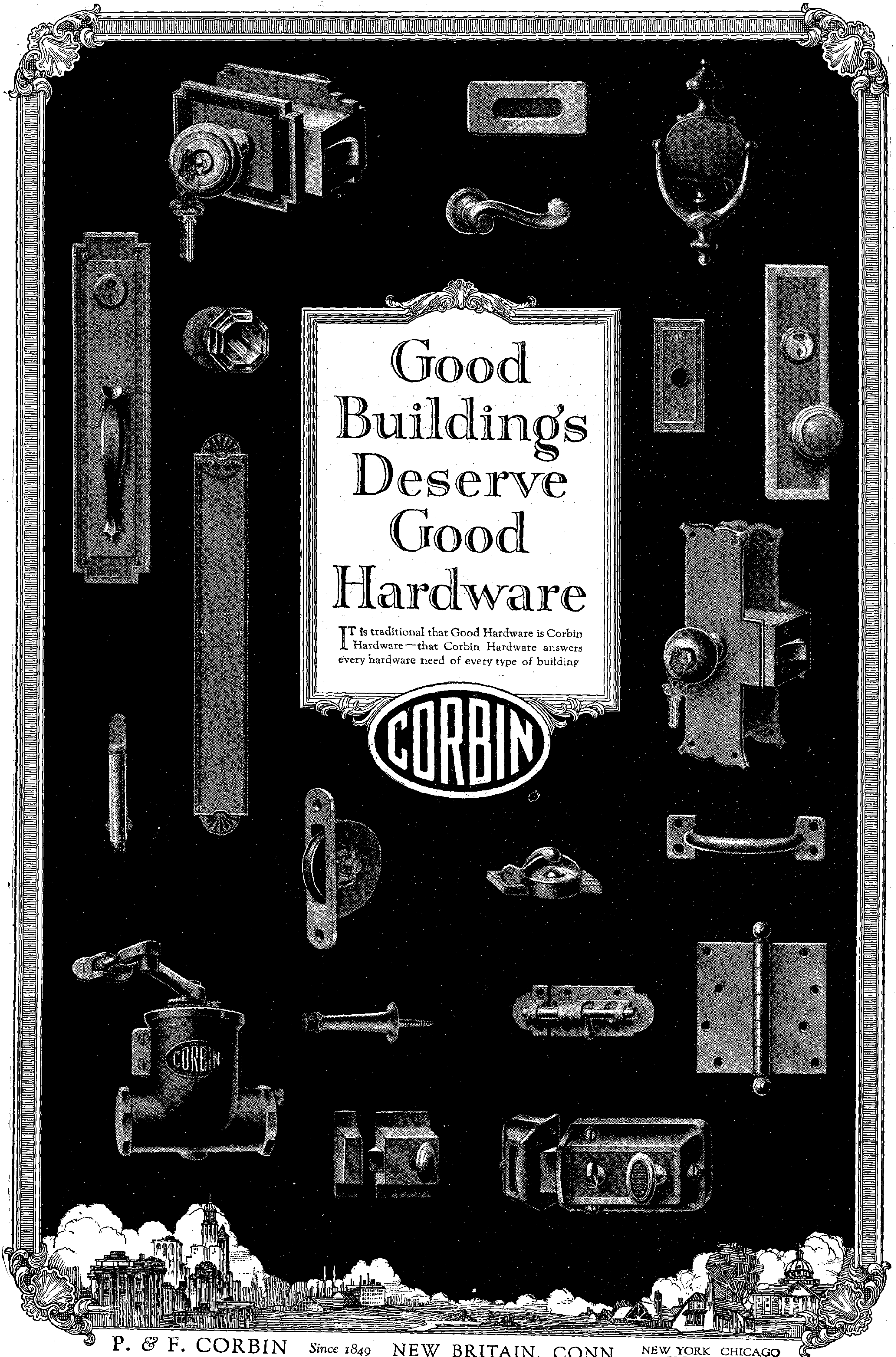
"Accordingly one bright October morning he called at Stanford and picked up Prof. Albert W. Smith, head of our mechanical engineering department, and myself. Elliott's trip was being projected by Bailly Millard, editor of a San Francisco morning paper, and the trip was quite an occasion. We hired a livery team. Elliott and I got into the automobile, and Smith and a representative of Millard's into the carriage. As we approached San José at about 8:30 in the morning we met a stream of Italian vegetable vendors driving their teams back from market. They were half asleep at their reins, but they did not stay that way long. As we chugged along gingerly we created a sensation, and several teams almost ran away at sight of us. We decided to steer away from the center of the city and hug the outskirts of the town."

On the long, winding road up the mountain, the intrepid voyagers had one scare. Elliott almost upset his "horseless carriage" in rounding a sharp turn. Dr. Jordan's narrative proceeds:

> I jumped out, not out of fear, of course, but to be prepared to grab the vehicle and keep it from rolling down the canyon. There were numerous stops for water and time to cool off. Once we changed places, and I gave my seat of honor to Dr. Smith.
>
> Coming down was easier, except that I remember that we wore out all the brakes, and arrived at the bottom brakeless and breathless. But we had made the trip up and back in a day, and had proved that a horseless carriage built in California could keep up a long journey and climb a mountain 4,440 feet high.
>
> Elliott's machine was a queer little affair, made of a one-seated buggy, with very small wheels, and was devoid of anything fancy like a top or rubber tires. As I recall, it had two cylinders and a very troublesome steering apparatus.

Primitive as was Elliott's contraption, it caused the spirit of prophecy to descend upon Dr. Jordan. He continues:

> At the conclusion of the journey I ventured the prophecy that in twenty years there would be a new profession, that of automobile engineer. At that time



# Good Buildings Deserve Good Hardware

IT is traditional that Good Hardware is Corbin Hardware—that Corbin Hardware answers every hardware need of every type of building

CORBIN

P. & F. CORBIN *Since 1849* NEW BRITAIN, CONN. NEW YORK CHICAGO PHILADELPHIA

*The American Hardware Corporation, Successor*

**hawaii**

**Where Don Juan Gaetano planted the Standard of Spain**

IN the days when the Dons of Spain sailed the Seven Seas it is said that Don Juan Gaetano discovered Hawaii. After months of voyaging he came to these isles of untold beauty, abounding with fruits of indescribable delicacy, and inhabited by a gentle, cultured people—hospitable and peace-loving.

Only five and one-half days on a perfectly equipped Matson liner and the Islands that struck the Spanish Dons with wonder are yours! Here is a holiday of incomparable pleasure. The unique, almost indescribable charm of Hawaii, the combined atmosphere of the Orient and the Tropics.

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*The new Matson ship, the* MALOLO *(Flying Fish), now under construction, will be completed early in 1927. She will contain more private baths than any other ship afloat. The vessel will cost over six and a half million dollars and will be designed as a naval auxiliary cruiser.*

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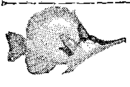

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## MOTORING AND AVIATION
*Continued*

men were riding about killing and maiming one another with those absurd bicycles with great wheels in front, and I guess my prophecy sounded wild. It was given as little credence as the one I am making now is being given, that some day not so very far off, men will have outlawed war.

There is no account of Elliott's car in current works on the early days of automobiling, and Dr. Jordan's challenge in its behalf rests upon his unimpeachable reputation as a world-famous scientist.

### RAILROADS FACING AIR RIVALRY

WILL the railways fight the proposed development of aerial transport in the United States? Or will some kind of division of the field be worked out before it is faced by destructive competition? What airplanes are doing to railroads abroad is described in *The Railway Review* (Chicago), by Charles Dillon, who tells us that in Europe aerial travel takes only hours where the railroad takes days, and that in some cases the airplane rates are even cheaper than those by rail. Railroad men, he notes, do not always look forward to air service as an injurious rival. In describing the growth of airplane travel in Europe, Pres. S. M. Felton of the Chicago Great Western R. R., said, in *Collier's Magazine*, about two years ago, that what interested him was the probability of airplanes helping, eventually, to solve a part of the railroads' problem of costly roadbed maintenance by making it possible to eliminate some of the fast passenger-trains, the short-haul, unprofitable freight, and the expensive passenger-terminals. Mr. Felton drew attention to the fact that while airplane fatalities had been numerous, they actually were very far fewer than were chargeable to automobiles. We read:

"I am, of course, immensely interested in the possibilities for cooperation between the railroads and the aircraft of the future," said Mr. Felton. "I believe that instead of viewing motor-trucks as competitors, the railroads should have seized upon them, long ago, as feeders. . . . I hope we shall not make the same mistake with respect to the airplane's wonderful possibilities."

Mr. Felton is a trained engineer, and is not likely, therefore, to be overly enthusiastic about such a matter. He appears to be the only railroad executive who has written upon the subject in its latest developments. His was one of the first lines to use automobile buses, and motor passenger-cars on its tracks. Extensive observations in Europe had shown him rather conclusively just what happens to the short-haul freight, and passenger business too, when trucks and buses establish lines independently of the railroads. While believing it may be several years before airplanes or other aircraft shall prove very keen competitors, President Felton realizes that America has let slip vast opportunities for airplane development after doing the pioneering in that science. He knows, too, that railroads

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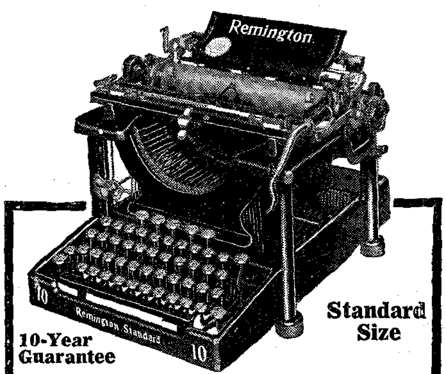

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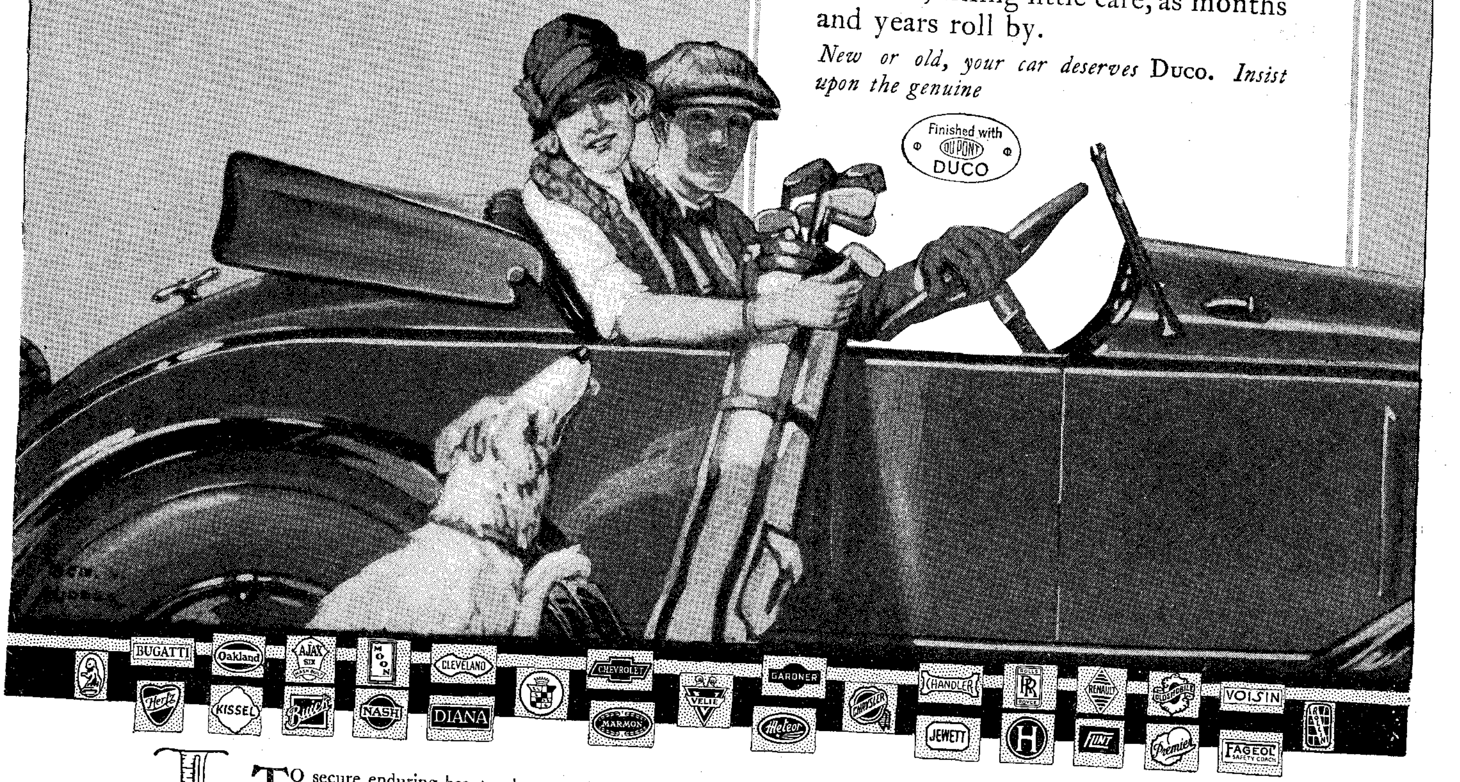

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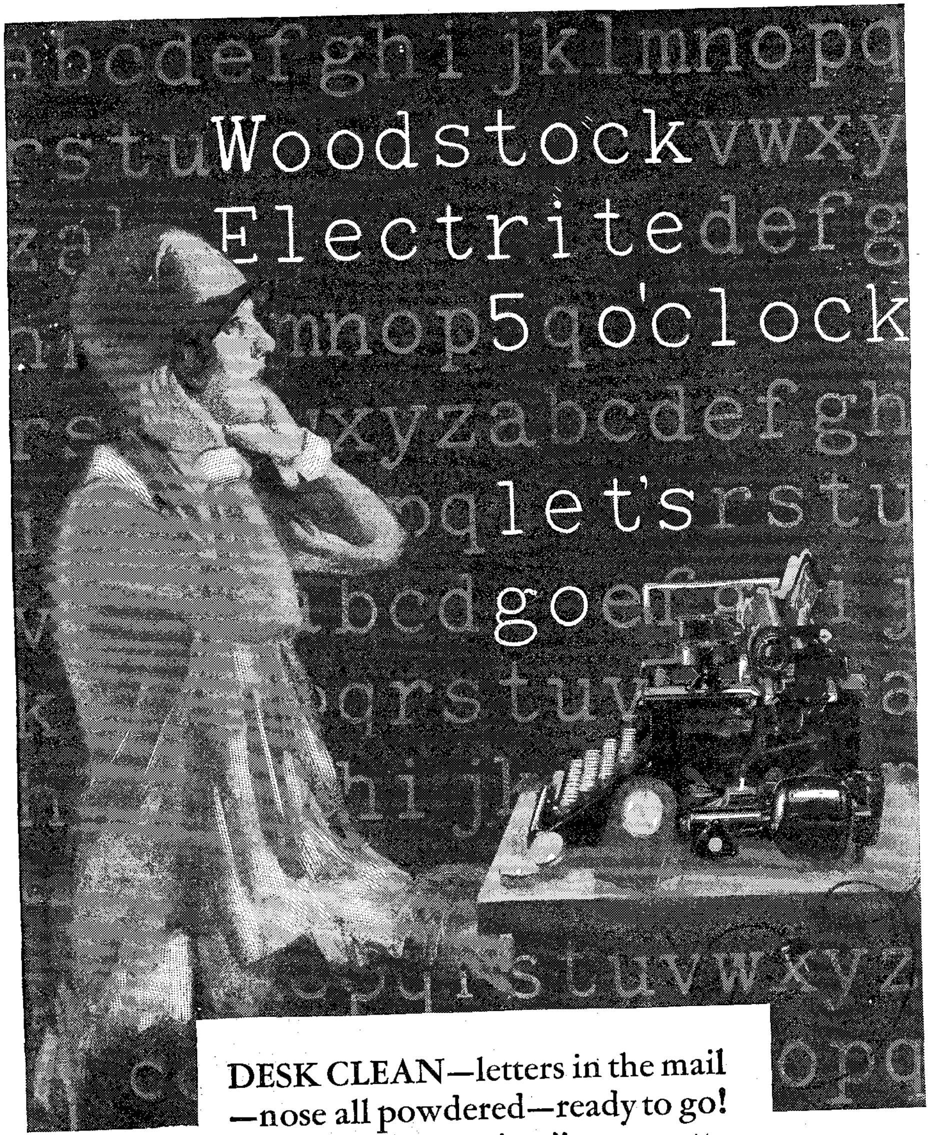

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## MOTORING AND AVIATION
*Continued*

are not entirely guiltless of the charge of indifference in the past toward new forms of transportation, and that because of this attitude they have suffered.

Henry Ford's name, not often linked with non-profitable ventures in mechanics, is now associated with the latest airplane development. Mr. Ford has announced his intention to establish a fleet of airplanes for shipping automobile parts and other light freight between Detroit and his numerous agencies. Before doing this Mr. Ford made elaborate trials, and satisfied himself as to the approximate cost of such transportation.

Describing the air-mail between New York and San Francisco, the New York Trust Company says:

"Since its inception in July, 1924, only 3 per cent. of scheduled flights have been delayed, and in each case the mail carried was forwarded to its destination at a considerable saving in time over mail deliveries by the ordinary route. Revenues for the first year of operation of the transcontinental route are estimated at $750,000.

"Aeronautical experts foresee the early development of at least nine other routes. These lines will all tie in with the present transcontinental route so as to link up the chief producing and consuming territories of the United States.

"This country has the largest number of civilian operators. There are twenty-two American schools for aviation, and their flying-fields are scattered from coast to coast. So far as concerns the cost of operation, experience shows us the carrying of package matter at about ten cents per ton-mile will be commercially practicable."

Since that survey was completed, so fast do such things progress nowadays, an overnight air-mail service has been established between Chicago and New York, and is going along so smoothly that no one seems to know it is in operation, except those who realize its value. When the railroads of unhappy China were put out of business recently, through revolutions or civil wars of one kind or another, airplane mail service was established, first in the province of Honan, and later in other parts of the country, and now is to be enlarged to take care of passengers and merchandise.

These things are important to railroad men. What happens in Europe is likely to happen over here—at least some of the things. If passengers and freight can be transported safely by air between London and Paris, month in and month out, they can, one might think, be handled in the same way in the United States; and the railroads, instead of suffering losses in business through their neglect to realize the competition soon enough, can begin now to think of a future in the air.

There is a rather strange reversal of experience here, Mr. Dillon reminds us. England started the world's railroading, but the United States did the developing. The airplane was invented here, but about all its really fine, commercial progress has been made abroad, in England, and Europe generally. Except in carrying mail this country has done comparatively nothing with airplanes in view of the European record. He proceeds:

Sweden has regular daily air-traffic connections, for both passengers and mail with

London, Paris, Berlin, Amsterdam, and Copenhagen, and a new Swedish industry, that of building all-metal, three-motored passenger airplanes, capable of carrying loads of a ton and a half, in addition to crew and fuel, has been developed this year at Limhamn, a suburb of Malmo, Sweden. Machines built there are now maintaining systematic air service with the European continent, and so many foreign orders have been received that already the plant is being enlarged.

Airplane service, the railroad men will tell you, costs too much; and this at present is true. Henry Ford's freight service by airplanes cost about $8.50 a ton between Chicago and Detroit, a sum any railroad would like to have for carrying that much of a load across the country and back again; but it won't always cost that much. And this is worth remembering. Right now the air tickets are not more expensive in Europe than are those by railroad, and in some cases they are cheaper. The ordinary amount of personal hand baggage is allowed, too, on these planes. Only a few hours are needed in the air for journeys which require days by railroad.

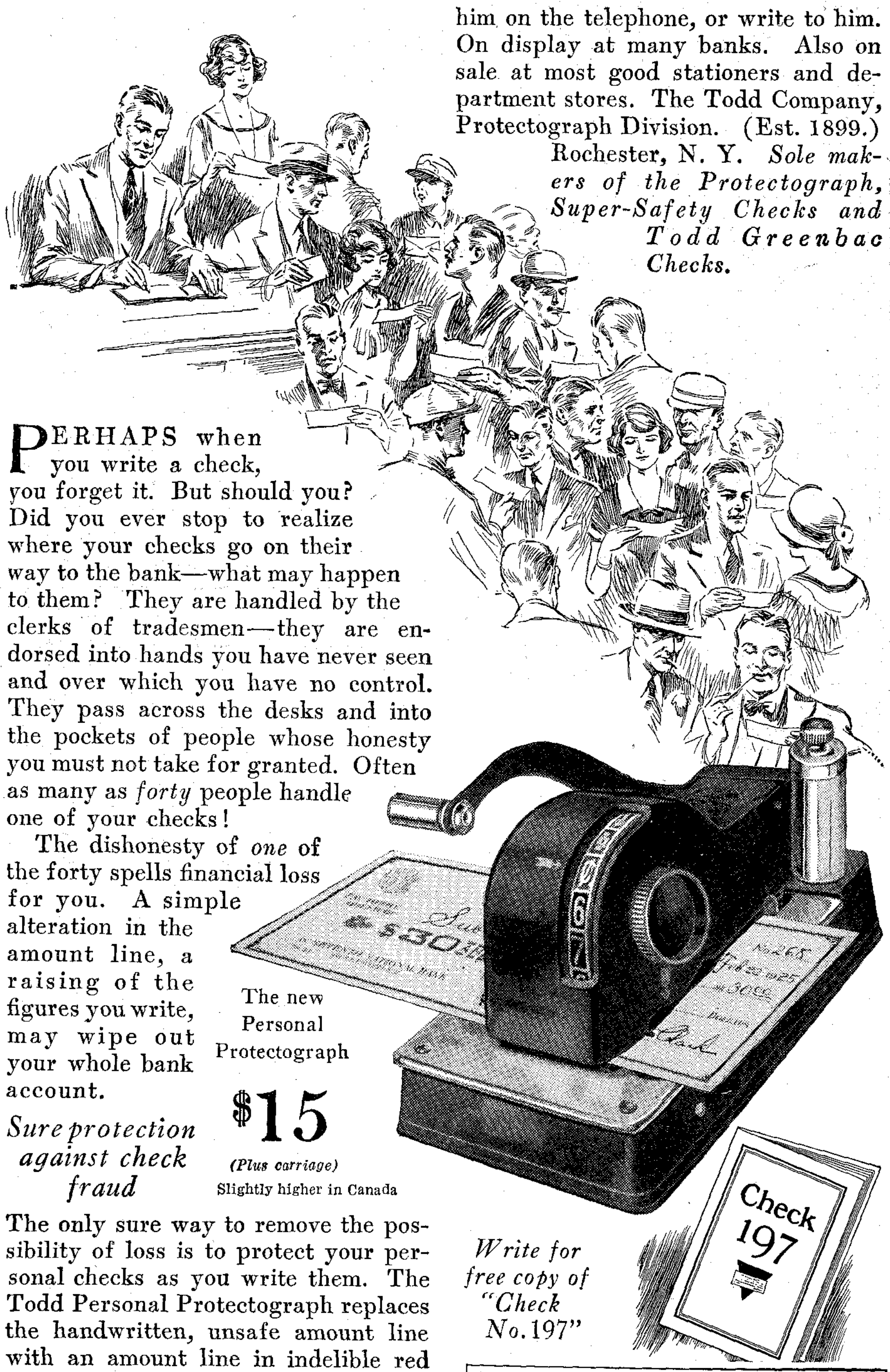
Airplanes have taken many thousands of passengers and much freight and express traffic from English and European railroads. They have, to a large extent, put a dent into the shipping across the channel. It may be that men now in charge of railroad properties shall live to make an appeal to the Interstate Commerce Commission to regulate air rates. Airplanes, like ships at sea, do not have to buy rails and ties and maintain them in good order. They don't have to buy land and build terminals costing fifty or a hundred million dollars. And like the ships, they charge what they can get. Railroads can't do this.

But America shows signs of waking to the great possibilities of air service—airplane, or dirigible. Only a few days ago the newspapers told of plans to develop the air service of the United States to connect the chief cities and ultimately create a transatlantic air dirigible system. If this company, known as the Air Ways Corporation, obtains a lease of the *Los Angeles*, the plans contemplate dirigible daily schedule between New York and Chicago, to be covered in twelve hours. The proposed rate is ten cents a mile, or $75 for the trip.

In reading of Mr. Hammond's plans it must be remembered he is an engineer of world-wide reputation. Can he get the necessary capital? Railroad executives will smile over his reply. "Capital," says Mr. Hammond, "will not invest blindly and, of course, would not submit to such regulation as is now imposed on the railroads by the Interstate Commerce Commission. Before an air service can be successfully developed, Congress will have to pass air-navigation legislation, such as has been elaborately worked out by Secretary Hoover and is now before Congress. Capital will do nothing of a permanent value until air-navigation laws are passed."

In France, the Government protects the home companies against all foreign competition, and prohibits the foundation of Polish and Serbian enterprises in order to assure for its own companies a monopoly in friendly foreign States.

In England, a monopoly of air traffic has been created, with the result that the company enjoys a good banking credit, but slow progress is being made toward technical and commercial independence as a self-supporting enterprise.



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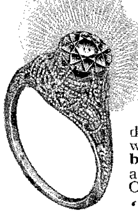

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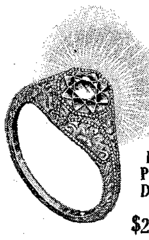

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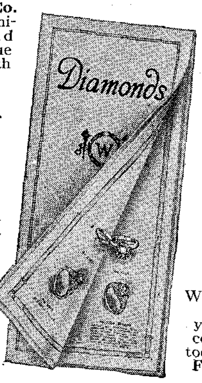

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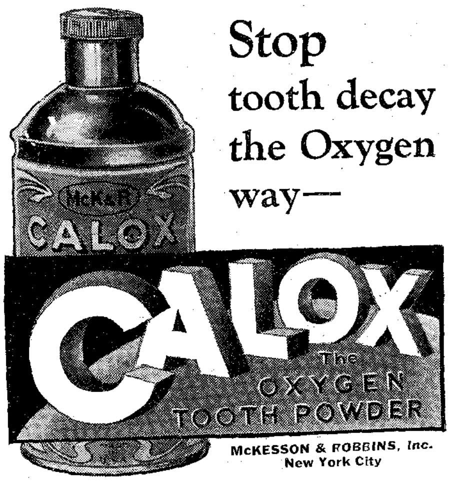

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## SCIENCE AND INVENTION
*Continued*

### THE CRUELTY OF SURGERY

IN THE days before anesthetics, all surgery was necessarily cruel. There was no operation without pain, and this considerably narrowed the field. Nowadays there is no excuse for inflicting pain upon a patient. Surgical cruelty—not yet altogether absent—may some day be prohibited by legislation, we are told in an article under the above heading, contributed to *Clinical Medicine* (Chicago). By common consent, says the writer, major surgery is done, nowadays, under more or less complete anesthesia, local or general. He goes on:

> Blood tests, hygiene, records of this and that, all come into the picture to determine when, what and how much anesthetic is to be used. In fact, in these days of the specialist, we naturally have the expert in anesthesia.
>
> We may say what we please about "third molar specialists" and gynecology as a separate branch of surgery, but there does seem ample ground for approval of the classification, "Specialist in Anesthesia."
>
> We are agreed that it is the patient and not the surgeon who takes the risk; a life against a reputation. The knife may compel the patient to put one foot in the grave; the anesthetic certainly does.
>
> But what about the anesthesia for local or minor surgery? The very word, minor, is a relative one, because, when applied to a particular patient, any operation may be major, no matter how relatively small it may be.
>
> Many local anesthetics have been so long in the hands of the profession and so favorably commented upon that they are standardized and generally accepted. The fact remains, however, that much operative work is still done without the far-reaching beneficial effects of any anesthetic.
>
> In cases like these, where the welfare of both doctor and patient is at stake, it would seem the part of professional wisdom to protect one's reputation by using every possible measure for the patient's comfort.

The cruelty of surgery is inexcusable, the writer goes on, because of the fact that three opportunities for guarding and protecting the patient are presented to every surgeon about to perform a minor operation. These three opportunities are preoperative, operative and postoperative. He proceeds:

> Using a carefully selected local anesthetic, it means much to the patient to be assured in advance that, "Of course, I will use a local and you will not feel it." Such a remark allays apprehension and secures patient cooperation that means much, later on, when quick repair is desirable.
>
> A greater cruelty is to neglect the use of any anesthesia when it could easily be had both for the operation and for the frequently painful, subsequent dressings. Fear has much to do with delayed repair, and the progressive surgeon will do everything in his power to secure successful results and to have a satisfied patient bragging about his doctor and his quick recovery.

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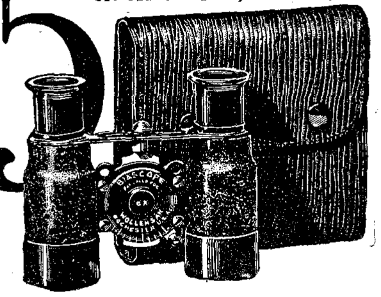

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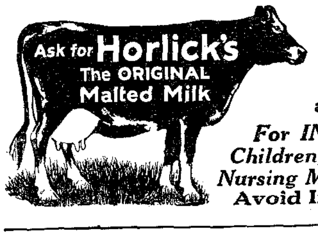

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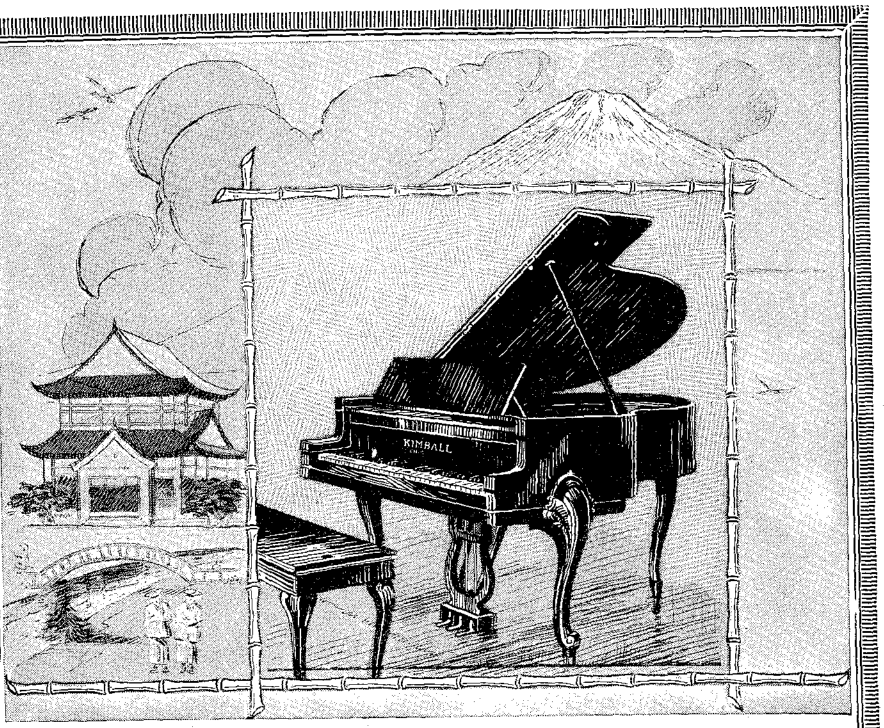
Too frequently, little thought is given the question of pain during the post-operative treatments. Here the milder anesthetics, such as anesthesin, butesin picrate, saligenin and quinin and urea hydrochlorid may be used to good advantage; as in the operation itself we use procain, cocain, butyn, or some other of the stronger anesthetics, adapted to the conditions of the particular case.

The cruelty of surgery has not yet invaded our legislatures. It is not a subject for statute law (yet), but should come under the laws of common sense demanding the use of a well-selected anesthetic at every opportunity when the comfort of the patient suggests it.

## LOCOMOTIVES IN STORAGE

MORE than six thousand locomotives are now held in storage on American railway lines, according to figures issued by the Car Service Division of the American Railway Association. Altho these are reported to be in serviceable condition, *The Railway Age* (New York) takes the liberty of doubting, editorially, whether this is strictly true, taking into account the size and speed of modern trains. It says:

> With a reserve of stored locomotives adequate to meet any probable emergency, the average motive power officer is naturally inclined to feel easy in mind. He may well question, however, whether some of these stored locomotives, even those recently out of the shop and with almost a full service mileage, are not of such obsolete design as to waste fuel and be totally unable to haul the tonnage trains required by modern operating conditions—in other words, be more of a liability than an asset. Speaking in a more or less general way regarding the present motive power situation, one of the keenest students of modern locomotive conditions said recently. "Of course, we know the railroads have power enough, but some of this power is wasteful and should be replaced by units that will do somewhere between 25 and 50 per cent. more work with the same fuel." The accuracy of this contention as relates to many locomotives, both stored and at present in service, is indicated by the large number of locomotives scheduled for retirement on some roads. Sixteen per cent. of the motive power units of one important railroad terminating in Chicago and owning in the neighborhood of 1,500 locomotives, are recommended for retirement because unsuited to modern needs, subject to frequent shopping, and excessively costly to maintain. On this same road, and others equally important, the application of feedwater heaters and other time-tested economy devices is precluded because superheaters have not yet been applied to all locomotives where economically justified. Plainly neither the number of locomotives stored, nor their aggregate tractive effort affords an accurate measure of the ability of the railroads to meet economically an emergency demand for power. Modern industry frequently scraps machinery a few years old and still capable of many year's service, simply because more productive machines have been developed which the industry can not afford to do without. The expected record freight traffic this fall can not be handled by the railroads with maximum economy in fuel consumption, maintenance cost and crew expense with some of the locomotives now held in white lead and reported as "Stored, Serviceable."



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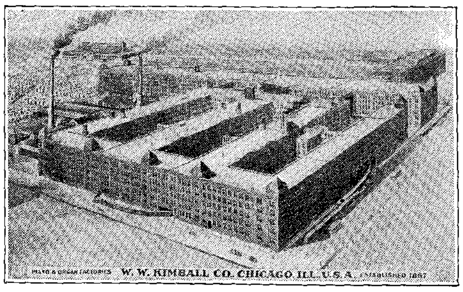

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# INVESTMENTS ▾ AND ▾ FINANCE

## TRYING TO END STATE DEATH-TAX CHAOS

THE CHAOTIC State and Federal inheritance-tax conditions existing in this country, under which inheritance taxes may practically confiscate an entire estate, have been discust in many editorials and magazine articles since President Coolidge addrest the National Tax Association's conference on the subject several months ago. At that time the President made a strong appeal for the revision of the death-tax laws on a common-sense basis, and suggested that it would be wise for the States to leave the field to the Government, or the Government to leave the field to the States. He found nothing fair in the present policy of collecting through both agencies, and deplored the effect upon many estates, where collection of the taxes worked a hardship by forced sales of real estate and securities to meet the demands of the tax-collectors. As the Indianapolis *News* points out:

> The outstanding fault of the present multiple death-tax system is overlapping among the States. An Indiana estate including stock in a Michigan corporation amounting to more than $50,000 is taxed three times. The Federal Government collects an estate tax, Indiana collects an inheritance tax, and Michigan also collects because of the circumstance that the estate consists of shares in a Michigan corporation. Under this system, double taxation is the rule, triple taxation is common, and not infrequently the evil is further multiplied.
>
> New York recently demonstrated the ease with which this trouble may be righted by passing a law providing that by agreement with any State this form of tax on nonresidents may be abolished.

Under the reciprocal laws of New York, Massachusetts, Pennsylvania, and Connecticut, each State has undertaken not to impose inheritance or death taxes of any character upon the personal property of a person dying as a resident of one of the other States, providing the State of his residence does not impose similar taxes on personal property of residents of the other State. Other States have taken action of one sort or another since the President's address, we are informed by Raymond Edwards Huntington, in an *Atlantic Monthly* article:

> Nevada has passed an Act repealing her inheritance-tax law. Three days ahead of Nevada, Wyoming graciously let down the bars to nonresidents on stocks of domestic corporations. In Kansas a bill has been introduced to repeal the transfer tax of near relatives; in Ohio a bill to repeal the inheritance tax of that State; in New York a bill to increase the exemption to members of Class 1 from $5,000 to $10,000; in Pennsylvania a proposal to amend the Constitution so as to grant exemptions, and another measure to exempt the transfer of personal property within the jurisdiction of the State of a nonresident decedent. In Arizona and Delaware we find efforts to abolish the inheritance-tax laws; in Oklahoma a bill aimed at the income-tax law as well; in New Jersey an effort to amend the Constitution and abolish both inheritance and income taxes. Other States have made gestures in these directions.
>
> Speaking in general terms, the property of the nonresident which is most widely taxed is stock—shares of a corporation which may have one or more States of incorporation. If the corporation in which his stock makes him virtually a partner happens to be incorporated in several States, so much the worse for his family when the time comes to pay inheritance taxes. Each of those several States may exercise the power to exact and collect a tax on the same block of stock, and these taxes will be in addition to the tax of his home State (unless he lives in the small group which impose no inheritance tax), and in addition to the Federal Estate Tax, if he happens to leave over $50,000. The mischief of this tax upon tax upon the same bit of property is at once apparent.
>
> In an estate of any size at all triple taxation is common and double taxation is the rule. Because of the remarkable efficacy of inheritance taxes as income-producers for the State, the exemptions in most of our Eastern or older States are much too low and do not take into serious consideration the actual needs of the widow. The average maximum exemption of all the States is a little under $11,000.
>
> The time limit is a third factor which too often causes hardships in the settling of estates. Vermont, whose inheritance-tax legislation is among the best of all our States, is broad-minded in allowing two years. The average time allowed for settlement, however, is but twelve months, and some States impose a penalty-interest charge if the tax remains unpaid at the end of six. The average executor has but twelve months to settle up an estate and get all the death taxes paid.
>
> More often than not the cash is not available. Take the case of G. M. Rothschild, who left an estate of a little less than six millions. His cash was found to be less than three hundred dollars, while taxes amounted to considerably over a million, to say nothing of debts. Nothing strange or discreditable about this. The man of large interests has his funds tied up in his business.
>
> Where an estate is left largely in real estate, property which should not be pushed hurriedly into a market, the executor is forced to sell at once the best securities or the cream of the estate in order to raise the cash on time. If the estate should happen to be wholly real estate, it is probable that the executor would have to borrow by mortgaging the property to get the cash. In either case the forced sale of securities or real estate depresses the market as a rule, and prices are accepted which may be far below the price which could have been obtained under fairer conditions.
>
> One of the sorest spots in the entire inheritance-tax situation is the burden placed upon life insurance. Over eighty per cent. of all that men leave to their families is life insurance. Thus, when we consider how large an item life insurance is in the average estate, we see at a glance what a tempting field it offers to the tax-collector.
>
> In addition to the Federal Government we find five States which at this writing tax life insurance under certain conditions. Arkansas taxes except when the insurance is payable to the widow or a direct ascendant or descendant. Montana taxes all insurance over $50,000, while Mississippi taxes all over $20,000. In Tennessee, insurance payable to beneficiaries who are strangers or collaterals is taxable, while Wisconsin taxes all insurance.
>
> There is small excuse for penalizing a man's family for the one unselfish act of self-denial and thrift exercised in order that he may keep his family from want and suffering if he is taken away before he has been able to provide a competence. Such taxation is difficult to understand, almost impossible to explain on any grounds of reason or justice.
>
> Here, then, we have four outstanding sore spots in the inheritance-tax situation: (*a*) overlapping taxes, (*b*) meager exemptions, (*c*) executor being forced to act too quickly, and (*d*) taxation of life insurance. Why do these sore spots continue to exist?
>
> Ignorance is the only answer.
>
> You and your neighbor don't know half as much as you ought to know about inheritance taxes, because you think you will never have to pay them. Your family may pay the price for your indifference. It is human nature to postpone doing anything that pertains to death. We do not like to think about it. It is so easy to put it off another day. We are indifferent because we do not know how much our indifference may cost our wives and children.

In the opinion of the Council Bluffs *Nonpareil*, "it is time that a little scientific study and much horse-sense were applied to our inheritance-tax problems. We have gone long enough upon the old system of 'get the money; to hell with the man who pays!'" According to this Iowa paper:

> Being a capital tax, the inheritance tax is economically wrong in principle. The State or nation which levies such a tax and applies the proceeds to any other purpose than the payment of the public debt is in exactly the same class as the concern which pays current expenses out of capital assets, or the man that sells or mortgages his home to meet living expenses.
>
> If an inheritance tax is to be continued in this country, either by the State or Federal Government, the proceeds should be rigidly applied to the payment of the public debt and to no other purpose.

# *How to Invest* $1,000 *to* $25,000

## *employing* DIVERSIFICATION *as a* PLUS-FACTOR *of safety*

THE investment experience of generations has established the principle of Diversification as the plus-factor of safety in investing money. English investors, whose financial acumen is recognized, practice it to a marked degree. The bond holdings of great insurance companies show it. The individual investor of smaller means cannot afford to overlook diversification—nor should it ever be neglected as one's wealth increases.

The suggestions below for diversifying the investment of various amounts are, necessarily, general examples. They merely show well-balanced diversification among bonds representing different types of security, spread of maturities, variety of management and geographical location, proportion of marketability, and present yield obtainable. On applying these examples to individual cases, the investor's other holdings would have a bearing, as would his particular circumstances, preferences and requirements.

Halsey, Stuart & Co.'s ability to supply a wide range of investment needs from issues which it has originated or underwritten with associates, is evidenced in the lists below. It is a distinct advantage to deal with a house which not only advocates thorough diversification, but can actually provide it from issues which it has sponsored and knows most intimately.

---

### $1,000 *Group*

$500 Commonwealth Edison Co. (Chgo.) 5s, 1953
500 Armour & Company of Delaware 5½s, 1943
*Average Yield, about* 5.55%

### $2,500 *Group*

$ 500 Portland (Ore.) Electric Power Co. 6s, 1947
1,000 Denver Gas & Elec. Co. 5s, 1951
1,000 Hotel La Salle Co. (Chgo.) 5½s, 1940
*Average Yield, about* 5.64%

### $5,000 *Group*

$1,000 Detroit City Gas Company 6s, 1947
1,000 Illinois Power & Lt. Corp. 5½s, 1954
1,000 Brooklyn City R. R. Co. 5s, 1941
1,000 State and Washington Bldgs. (Chgo.) 6s, 1938
1,000 Long-Bell Lumber Company 6s, 1943
*Average Yield, about* 5.78%

### $10,000 *Group*

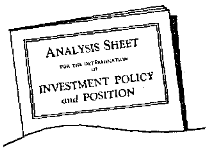
$1,000 International Paper Company 6s, 1955
1,000 Continental Motors Corp. 6½s, 1939
1,000 Sevilla-Biltmore Hotel Corp. (Havana) 7½s, 1937
1,000 Cudahy Packing Co. Deb. 5½s, 1937
2,000 Public Service Co. of No. Illinois 5½s, 1962
2,000 Monongahela West Penn Pub. Service Co. 5½s, 1953
2,000 Laclede Gas Light Co. (St. Louis) 5s, 1934
*Average Yield, about* 5.83%

### $25,000 *Group*

$2,000 West Penn Public Service Co. 5s, 1946
2,000 St. Paul Gas Light Co. 5s, 1944
2,000 Cities Service Tank Line Co. 5s, 1935
2,000 Hearst Publications, Inc. 6½s, 1936
2,000 City of Cologne (Germany) 6½s, 1950
3,000 42 Broadway Bldg. (N. Y.) 6s, 1939
3,000 Birmingham (Ala.) Water Works Co. 5½s, 1954
3,000 Southwestern Power & Light Co. 5s, 1943
3,000 Minnesota & Ontario Paper Co. 6s, 1945
3,000 Chicago, North Shore & Milwaukee Ry Co. 6s, 1955
*Average Yield, about* 5.79%

*WE ARE always glad to submit specific suggestions for the investment of any amount, to suit individual cases, if the necessary information as to the investor's particular requirements is given; or we will examine a list of holdings and submit a constructive analysis of them—upon request.*

### *Send for this Bond Analysis Chart*



Use of this chart will show you how well your bond holdings are diversified as to type and geographical location—also how maturities are distributed.

Working out your bond holdings on this chart will show you the need of an underlying plan to be followed in the selection of bonds. It is not enough merely to be satisfied that bonds you buy are sound; they should fit—one with another—to make a structure reinforced by diversification and suited to your financial status.

You need this chart in order to give your bond investments the attention they deserve. We shall be glad to send it to you without obligation.

*Ask for Analysis Chart* LD-95

---

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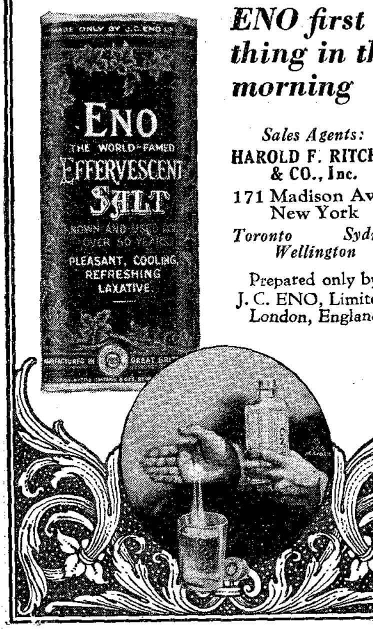
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## INVESTMENTS AND FINANCE
*Continued*

### ECONOMIC EFFECTS OF HAIR-BOBBING

LEAVING out all the social and esthetic factors, a woman has recently been investigating the effects of the present mania, fad, or fashion of hair-bobbing, from an industrial and economic point of view. From the facts she has unearthed, it is plain, says the Washington *Post*, that the bobbed-hair fad "has at least to its credit the stimulation of various industries and trades." As *The Post* sums up some of the results of the inquiry:

> The bobbed-hair fashion has, she finds, started a new industry, or at least set its wheels to whirling much faster—the beauty industry. Five years ago there were 5,000 hairdressing shops in the United States; at the end of 1924 there were 21,000 established shops and several thousand transients. These figures, be it noted, do not include those barber-shops which do a rushing business in bobbing. Bobbing has led to the adoption of other aids to personal adornment, and the result is that beauty shops flourish everywhere throughout the land. A main reason for the increase in the number of these establishments is that the beauty parlor is no longer in the luxury class, is no longer patronized solely by women of the stage or women of wealth, but derives its chief support from working women and housewives. The art of beautification has become democratized.

With so many more beauty parlors, "the manufacture of beauty-parlor equipment has grown tremendously." "And in addition," as the Washington paper notes, "the artificial hair trade has been revived, the business of hair-dyeing is reorganized, and the millinery industry has felt a new impetus":

> It was thought at first that bobbed hair would require but little attention, but that is a fallacy that was quickly dispelled. The bobbed-haired woman, if she is to be at all presentable, needs the services of the hairdresser urgently and regularly. At first sight, it might seem absurd to think that the cutting off of hair would stimulate the artificial hair trade. That it has done so, however, seems certain, for novelty, as usual, holds sway, and many women have gone in for wearing the hair short in the daytime, and for concealing this cutaway appearance by donning artificial hair in the evening. As to hair-coloring, the fact that $7,500,000 were spent in this way in the United States in 1924 is sufficiently eloquent without further elucidation.
>
> Finally, the bobbed-hair fashion has created a fresh means of occupation for women, and the springing up of new beauty shops and hair-dressing parlors in all directions has resulted in a demand for operatives far greater than the supply.

**In Utah, Too!**—NOTICE—My wife and I have divided our possessions. My wife gets all of the real estate and personal property and I get two bits per day, board, and sleep in the smokehouse. On and after this date, September 1, 1925, each one of us pays our own bills. (Signed) Dr. Charles E. Tolhurst, 284 Vine Street.—*Ad. in Salt Lake City Tribune.*

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## CURRENT EVENTS

### FOREIGN

September 9.—A Franco-Spanish offensive is launched against the Riffs in Morocco.

The proposal to combine all the existing trade unions into one huge organization is defeated by the British trade unionists in conference at Scarborough by delegates representing 2,138,000 members as against delegates representing 1,787,000 members.

September 10.—The French delegation to the League of Nations Assembly recommends that the League call an international economic conference to consider such subjects as the distribution of raw materials, race questions and tariff laws.

September 11.—Holland's delegation to the League of Nations Assembly offers a resolution instructing the League Council to create a special committee to prepare plans for a world disarmament conference, to be summoned at a suitable time.

French forces begin an advance along a wide front against the Riffs in Morocco, and occupy seven Riff towns.

September 12.—The Spanish delegation to the League of Nations Assembly introduces a resolution, with the approval of the French and consent of the British, recommending, in effect, that general security be achieved before the League undertakes a disarmament conference.

The British Trades Union Congress, by an overwhelming majority, passes a resolution denouncing British imperialism as a form of capitalist exploitation and supporting the right of all peoples in the British Empire to self-determination, including the right to choose complete separation from the Empire.

September 13.—The Turks are reported to have massed 70,000 men on the frontier of the British mandate territory of Irak, adjoining Mosul, and to have assumed an ominous attitude over the disposition of the Mosul oil territory, which is now in the hands of a special committee of the League of Nations Council.

September 15.—The British delegation files with the League of Nations Council charges that the Turks are brutally deporting Christians from the disputed Mosul area in order to prevent them from voting for the British flag if a plebiscite is held to determine to which nation the Mosul territory shall adhere.

The French Government issues an oral invitation to the German Government to send representatives to a conference for discussion of the proposed security pact.

The Boundary Commission of the Tacna-Arica Plebiscite Board resumes work upon satisfaction by Chile to Peru for seizure of Peruvian soldiers who were taking mules to Tacna for use by a joint party of the Commission.

### DOMESTIC

September 9.—Col. William Mitchell announces that he invites investigation of his statements denouncing the War and Navy Departments for the loss of the *Shenandoah*.

Representative Nicholas Longworth, who will be the Speaker of the next House, assures the Administration that the tax-reduction program will have the support of a united Republican party in the House, and predicts that the tax-

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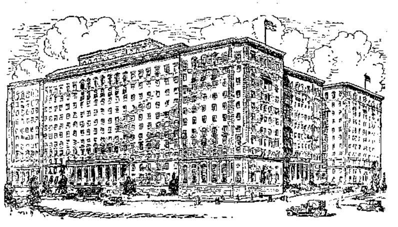

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## CURRENT EVENTS

*Continued*

reduction will amount to from $350,000,000 to $400,000,000.

September 10.—The missing naval seaplane *PN-9 No. 1*, with its crew of five men, under Com. John Rodgers, is picked up fifteen miles east of Kauai, of the Hawaiian Islands, by the submarine *R-4*, after the plane had been adrift nine days.

September 11.—Governor Pinchot of Pennsylvania invites representatives of the anthracite miners and operators to confer with him on the coal-strike situation.

Secretary of the Navy Wilbur announces that Com. John Rodgers, who was in charge of seaplane *PN-9, No. 1*, in its attempted non-stop flight to Honolulu, is promoted to be Assistant Chief of the Naval Bureau of Aeronautics, succeeding Capt. A. W. Johnson, who has requested sea duty.

September 12.—After having won the three previous matches, the United States wins the last two matches in the challenge round with France and retains the Davis tennis cup for the fifth successive year.

President Coolidge announces the appointment of a committee to investigate the aircraft situation, and ascertain the best means of developing flying aircraft for national defense.

The State Department announces that it is now negotiating a liquor treaty with Belgium along the lines of the "hour's steaming distance" treaty between the United States and Great Britain.

Brigadier-General Butler, for the last twenty months Director of Public Safety in Philadelphia, announces that he will give up the post and return to duty with the Marine Corps at the end of this year, and asserts that "enforcement hasn't amounted to a row of pins after the arrests were made."

September 13.—Rear-Admiral William A. Moffett, Chief of the Bureau of Aeronautics, issues a statement denouncing the attacks on the Navy and War Departments for their aviation policies.

September 14.—Secretary of the Navy Wilbur announces the appointment of an official board of inquiry into the *Shenandoah* disaster, the board to be headed by Rear-Admiral Hilary P. Jones.

September 15.—Senator James J. Walker wins the Democratic nomination against Mayor Hylan for Mayor of New York by a majority estimated at 100,000, and Frank D. Waterman swamps his opponents for the Republican nomination.

Robert M. La Follette, Jr., wins the Republican nomination for Senator from Wisconsin by a large majority.

The $100,000,000 project for harnessing the tides of the Bay of Fundy to generate from 500,000 to 700,000 horse-power, and supply electricity to the eastern section of the country and Canada is carried in the special election in Maine by an eight-to-one majority.

The total collections of internal revenue from all sources for the fiscal year ending June 30, 1925, aggregated $2,584,140,268.24, a decrease of $212,038,988 from the collection of 1924, when the 25 per cent. reduction on the income tax prevailed in the last half of the period, announces the Internal Revenue Department.

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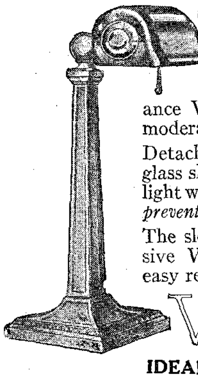

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## THE SPICE OF LIFE

**Both Ways at Once.**—Woman's intuition isn't so impressive when she is deciding which way to turn in traffic.—*Rochester Times-Union.*

**Not for Weaklings.**—One reason why we wouldn't be a good traffic policeman is because we couldn't stay mad all the time. —*Dallas Morning News.*

**Possibly a Plesiosaurus.**—Lost—Iron gray, weight about 8000 lbs., brand N A on back hip. Reward $5.00. Rt. 1, Box 23-c, Pueblo. C. Chavez.—*Pueblo Chieftain.*

**Future Fashion Note.**—Our guess is that some scientist might make a fortune by inventing a vaccination scar that would look like a dimple.—*Dallas Morning News.*

**Puts an Edge on Everything.**—Fond Du Lac Ave. Repair Shop—Sewing machines, phonographs, clocks, shears and razors sharpened. Kilbourn 1001.—*Ad. in the Wisconsin News.*

**Another Slap at Royalty.**—Paris, Sept. 4. —The Bulgarian minister said to-day he was convinced that a report that Gink Boris had been poisoned was baseless.—*New Orleans Times-Picayune.*

**The Acid Test.**—A Quaker once hearing a person tell how much he felt for another who was in distress and needed assistance, dryly asked him, "Friend, has thee felt in thy pocket for him?"—*The Christian Evangelist.*

**Disencumbered.**—Garland Humphrey, who recently sold his farm at Fleet, together with his family, left Monday for Florida where he expects to locate.—*Personal Item in the Chilhowie (Va.) Vidette.*

**Or Fuming Static.**—Mrs. 'Arris (seeing sky-writing for first time)—"Lawk, Mrs. 'Iggins, wot be that?"

Mrs. 'Iggins—"That'll be some o' that there wireless caught fire, I'll be bound."—*The Tatler.*

**The Polite Pinch.**—Many of the new London police recruits are said to be men of good social standing and even college education. It is, of course, much nicer to be run in by a man whom you could safely take home to tea.—*Punch.*

**No Flapper.**—Wanted—Single, unincumbered lady stenographer under 404 years age, pianoist, as partner in well-established successful country real estate. Easy Payment Land Co., Grandin, Fla.—*Classified ad. in Florida Times-Union.*

**A Helping Hand.**—Owing to the prolonged, distressing and disastrous drought which we have had for the past two months in this locality, we are compelled to increase the price of milk.—*Circular from the office of Biltmore Farms, Biltmore, N. C.*

**Quite a Stranger.**—"To-morrow afternoon," said a minister to his congregation, "the funeral of Mr. So-and-So will be held in this church. I shall make a funeral address on the occasion, and the man himself will be here, the first time in twenty years."—*Diocesan Record.*

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Patriotic American—"Well, American cars are good enough for me!"—*Judge.*

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**Heredity Up to Date.**—"Isn't that a lively child! Why, he's as spry as a goat."

"That's only natural. His father and mother were both pedestrians."—*Life.*

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**A Really Handy Article.**—For Sale—Combination dresser, gas stove, folding desk, morris chair, floor lamp. 608 Roxboro St.—*Durham (N. C.) Morning Herald.*

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**The Height of Diffusion.**—Six quarts of oil will cover only a square mile of sea. But have you ever let a sardine tin drip on your white flannel trousers at a picnic?—*The Continent.*

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**We Wonder How Many He'll Make.**—Clarence Bishop is preparing to make molasses, he will make them at his farm near here.—*Prices Branch Items in the Jonesburg (Mo.) Journal.*

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**Home to Roost.**—President Coolidge approves Senator Bingham's plan for extending Federal air to commercial aviation.—The Literary Digest (*with acknowledgments to a vigilant subscriber*).

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**So Are We.**—Prof. J. W. Gregory declares that if a widely accepted geological theory is right, America is not where it ought to be. We are quite content, however, to let it remain where it is.—*Punch.*

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**Putting on Airs.**—Last week another train lost its way on a suburban branch of the Southern Railway. A suspicion is gaining ground that this apparent ignorance of suburban geography is only a pose.—*Punch.*

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**Promotion.**—"The boss offered me a sort of partnership in the firm to-day."

"No!"

"Yes, he said if I didn't take an interest in the business, he'd can me."—*New York American.*

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**Not the Usual Shingle.**—A burning shingle from the barn fell on Mrs. Anna Noonan's neck and inflected a severe burn. The loss is only partly covered by insurance.—*Extract from a news item in the Worcester (N. Y.) Times.*

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**His Interest Was Ornithological.**—Nurse—"Willie, dear, don't you want to come to see the sweet little sister a stork brought you?"

Willie—"No, I don't. I want to see the stork."—*Acton Leader.*

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**A Small-Caliber Cat.**—A pet cat went mad last week in Washington, bit seven persons, including a policeman, before being subdued and shot from the policeman's gun.—*News Item in the Blue Ridge Herald, Purcellville, Virginia.*

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